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American Railroad Journal.

New York Saturday, March 18, 1871.

Union Pacific Railroad.

At a meeting of the newly elected directors of this corporation in Boston on the 8th inst., the following gentlemen were elected officers for the ensuing year: President, Thomas A. Scott, of Pennsylvania; Vice President, John Duff of Boston; Secretary, Hon. E. H. Rollins of New Hampshire; Treasurer, Hon. J. M. S. Williams of Boston. As soon as the result of the election was declared, Mr. Scott took the chair and addressed the Board as follows:

To the Board of Directors of the Union Pacific Railroad Company:

GENTLEMEN:—In taking charge of this important highway as its President, in obedience to the unanimous call of its shareholders and the action of your Board, I beg leave to state that, so far as my experience of over thirty years in railway life can be made useful to the board and the shareholding interest, it shall be freely given, and I trust the practical results may in the future be found satisfactory. As a condition precedent to accepting the position I made the following requirements: *First*, that all unsettled contracts for the construction and equipment of the road should be adjusted and paid. *Second*, that all the floating debt of the company should be provided for as it matures by the actual sale of assets on hand applicable to that purpose. Both these conditions having been complied with and a satisfactory balance in cash and assets remaining in the treasury to provide for contingent wants, I accept the position, and will endeavor to give it

such time and attention as may be needful, in connection with the board and its officers, to insure a proper management of the affairs of the company.

In order that we may understand in brief form the present condition of the company, I have made the following summary from the official records as presented to me by the heads of departments:

REVENUE—EARNINGS, 1870.
January 1 to June 30.....\$3,794,727 91
July 1 to December 31..... 3,830,549 20

Total.....\$7,625,277 11

EXPENSES.
January 1 to June 30.....\$2,740,472 27
July 1 to December 31 1,936,942 51
Total.....\$4,677,414 78

Net earnings.....\$2,947,862 29
Interest upon bonded debt, including 10 per cent. income bonds (but exclusive of land grant bonds)... 2,831,123 00

Leaving surplus.....\$116,739 33
LAND DEPARTMENT. Bonds 7 per cent. current, \$10,000,000; annual interest, \$700,000.
LAND SALES. 292,900 acres; proceeds, \$1,306,566; average price per acre, \$4 46.
On account of these sales the company has received and redeemed land grant bonds to the amount of..... \$736,000
For the remainder the company holds land notes maturing in one, two or three years, with accrued interest... 576,650

The condition of the land department may, therefore, be stated thus:
Bonds.....\$10,400,000
One year's interest thereon..... 728,000
Total.....\$11,128,000

Principal reduced by bonds redeemed.....\$736,000
Land notes on hand..... 676,650
Total.....\$1,312,650

Showing an absolute reduction, after providing an amount equal to the interest upon the entire debt in the land department, of \$584,650.
The Co. is entitled, under the grants from government after deducting the total lands pre-empted before passage of the act, to... 12,080,000 acres.
From which deduct amount heretofore sold..... 292,883 acres.

Leaving on hand as an asset... 11,787,117 "
which, at an average value of two dollars per

acre, being twenty per cent. below the minimum government price for adjoining lands owned by it, should yield the gross sum of \$23,574,234. So much thereof as may be required to be applied to the payment or redemption of the land grant bonds and the interest thereof, and the balance will go into the treasury, as received from time to time, for the benefit of the stockholders.

In going over the data submitted to me I find, as before stated—1st, That the gross earnings for the past year show an aggregate of \$7,625,277 11. 2d, That the average expenses for the last six months of the year, during which the working organization was reduced to meet existing wants, have been, per month, \$323,000. At the same time the road has been thoroughly maintained and operated efficiently for that cost, being about fifty-two per cent. of the gross earnings. It shall be the effort of the management to provide for a largely increased traffic and keep the expenditures of the year within this limit. Satisfactory assurances have been received from Mr. Sickles, Chief Engineer and Superintendent of the line, that this can be effected.

The arrangements recently perfected with the steamship lines upon the Pacific coast, and the steady growth of California in wealth and population, must result in a satisfactory increase of through traffic. To this may be added a large increase of local traffic, caused by the rapid development of the rich mining districts of Utah, Colorado, Montana and other territories, the traffic of which (supplies as well as productions) must to a large degree pass over your line.

From present indications it would seem reasonable to estimate the gross receipts of the coming year at a minimum of.....\$9,000,000
With a cost of maintaining and operating the line on this increased earning of not exceeding, say..... 4,500,000
Leaving as net receipts to be applied to interest and dividend, if so directed by the Board, exclusive of the operations of the land department of..... 4,500,000

The completion of the bridge across the Missouri River at Omaha within the present year, and for which the means have been provided by the sale of bridge bonds as specially authorized by act of Congress, will greatly facilitate the movement of traffic and relieve the public from the serious delay and annoyance incident to transference by ferry.

The operations of the line for the first twenty months of its existence as a completed road show net earnings sufficient to meet the interest upon its entire bonded debt. This result cannot but be deemed, by all practically versed in the history of new railway lines, as indicating a successful

future. The yearly increase of traffic, costing but little additional to transport and therefore yielding a large percentage of net revenue, must soon give a value to your property not readily appreciated at present.

Philadelphia Scale Works.

We have been examining, with a great deal of interest, the extensive scale works of the Messrs. RIEHLE BROS. at Ninth and Coates streets, Philadelphia. We find they are making many new improvements, and display a great deal of taste in their mode of operations; their using the finest materials, and sparing no expense in finishing their work perfectly, are proofs of it. We know of no scales, especially their patented ones, that are superior to them, which fact has been more or less acknowledged by many of the largest concerns in the country, who have become their constant patrons, as is to a great extent, proved by the many letters of recommendation which they hold. Scales that are made merely for sale, do greater injury than good, and should not be used, as it is impossible for a scale made in a rough or careless manner, to weigh uniformly and accurately. The Messrs. RIEHLE BROS. have long maintained a reputation for the carefulness of their workmanship, and they have it in their power to make scales, which can take rank with any in this city, from the fact of their having their steam works and iron and brass foundries connected together in their business. Their workmen, too, are all hands of long experience. The Philadelphia Scale Works ranks among the oldest of its kind; having been established in 1846. We would like to say a word in praise of their testing machine, for ascertaining by actually weighing the breaking strain of metals, chain, rope, &c. The experiments with it are very interesting and useful. They have made several for different pipe foundries in this region, and for car works at St. Louis, which are giving the greatest possible satisfaction. Also a word in favor of a reliable mortising machine, made in a substantial manner, but time and space will not permit. A handsome railroad track scale, lately put up by them, (80 feet long), can be seen at the North Pennsylvania Railroad, Berks and American streets; also, a dormant scale, at Messrs. Washington Butcher & Sons, Front street, worth examining.

Kansas Pacific Railway.

This company has been actively engaged during eight months of the year, in the construction of that portion of its Main Line known as the "Denver Extension." On August 15th, the road was completed between Kansas City, Missouri, and Denver, Colorado, a total distance of 638.6 miles. Of this distance, about 210 miles of track were laid in 1870.

The following is a general exhibit of the earnings and expenses of the transportation department, for the year ending December 31, 1870:

EARNINGS.

Freight—Ordinary.....	\$1,707,586 60
Government	148,867 49
Denver extension.....	385,965 80
	<hr/> 2,242,419 89
Passenger—First class.....	\$857,020 00
U. S. troops.....	95,220 32
Expresses.....	52,886 21
U. S. Mails.....	73,476 32
	<hr/> 1,078,602 85
Miscellaneous—Rents.....	\$286 00
Individuals and companies	33,943 16
Sundry sources	5,534 71
	<hr/> 39,763 87
Total gross earnings.....	\$3,360,786 61

DISTRIBUTION.

Mdse and passenger traffic.....	\$2,657,256 68
Government business.....	317,564 13
Denver Extension.....	385,965 80

Total, as above.....\$3,360,786 61

EXPENSES.

Conducting transp.....	\$653,586 04
Motive power.....	875,765 65
Maintenance of cars.....	220,752 03
Maintenance of way.....	592,526 72
General expenses.....	137,410 02
	<hr/> 2,480,040 46

Net proceeds to balance.....\$880,746 15

The average length of road in operation during the year was 551⁵⁰/₁₀₀ miles, and the gross earnings per mile, \$6,097 91. In 1869, the gross earnings per mile were \$5,075 48—increase per mile in 1870, \$1,022 43.

The earnings from merchandise and passenger traffic in 1870, were \$2,657,256 68; do., in 1869, \$1,703,415 92—increase in 1870, \$953,840 76.

The transportation of live stock has increased largely over any preceding year, and has become an important branch of the business of the road. The total shipment of live stock in 1870, was 6,542 car loads, or 130,840 head; do., in 1869, 2,500 car loads, or 50,000 head—increase in 1870, (nearly 162 per cent.,) 4,042 car loads, or 80,840 head.

The live stock driven from Texas have heretofore reached the line of road at points east of Ellsworth, but since the completion of the road to Denver, there is every promise of a heavy movement of cattle from Texas, Southern Colorado and New Mexico, over the whole length of the line.

The operating expenses of the road have been about 73 per cent. of the gross earnings, an increase of 11 per cent. over the preceding year. This increase in expenses has been due to the operation of the new road rapidly extended into an uninhabited country, without any immediate corresponding increase of business; to the large expenditure incurred in providing permanently against winter snows; and to the high rates which the company has been compelled to pay for fuel at the western end of the line. A very large reduction has since been secured in the cost of fuel in Colorado (amounting to a saving of \$6 per ton, or about \$450 per day) by the completion of the Boulder Valley Branch of the Denver Pacific Railway, direct to one of the best coal mines in the Territory. The control of the Denver Pacific and Boulder Valley Roads being in this company, insures their operation in harmony with it.

In view of the completion of the road to Denver, the prospective growth of trade with Colorado and the Pacific Coast, the active settlement being made on the lands along and tributary to the road, and the assurance of a cheap and abundant supply of good fuel, we believe, that with economical management, the operating expenses of the road will not hereafter exceed 60 per cent. of the gross earnings. The earnings in 1870 exceeded the estimate made in the Annual Report, published at the beginning of the year, by over \$300,000, and we are satisfied that the estimate then made of \$4,000,000 of gross earnings for 1871, will be fully realized. We estimate the net earnings from the Transportation Department, for 1871, at \$1,600,000.

The total Land Grant of the Company aggregates about 6,000,000 acres, of which about 5,300,000 acres were unsold December 31, 1870.

3,000,000 acres, lying between the 380th mile post and Denver, are included in the mortgage for \$6,500,000, dated June 20, 1869, known as the "Denver Extension Mortgage," and the remainder of the lands unsold July 1st, 1870, are covered by the Land Grant Mortgage of that date for \$2,000,000.

1,503,565 acres of these lands have been appraised and placed in the market, at an average price of \$3.10 per acre.

The total sales of lands and lots in 1870, were 124,168 acres for \$389,105 68, or an average of

\$3 13 per acre. Cash collections from land sales during 1870, were \$217,520 31, and bills receivable, outstanding December 31st, \$1,120,905 86.

By the terms of the mortgage of July 1st, 1870, the proceeds of all sales of lands after that date are placed in the hands of the Trustees for the purchase and redemption of the Bonds issued thereunder. Sales of lots and lands, under this trust, from July 1st to December 31st, aggregate 27,246 acres and 139 town lots, for the gross sum of \$111,234 16, of which \$41,472 86 was cash and \$69,761 30 was bills receivable. The 2,000,000 acres of land covered by this trust, estimating from sales already made, and the appraisements placed upon the unsold tracts, will probably yield to the company, after the payment of the \$2,000,000 of Bonds issued thereon, a net amount of from \$2,000,000 to \$2,500,000, which will in time inure to the Capital Stock. A portion of the 3,000,000 acres of land, chiefly in Colorado, which are included in the mortgage of June 20th, 1869, for \$6,500,000, have been appraised and placed in the market, and it is believed that from these lands a sum will ultimately be realized sufficient to take up the bonds long before maturity.*

* Sales of 5,575 acres of these lands since January 1, 1871, average \$5 76 per acre.

CAPITAL STOCK AND FUNDED DEBT.

Capital stock authorized by law	\$10,000,000
Capital stock issued, 177,450 shares	
\$50 each.....	8,872,500

INTEREST BEARING BONDS.

First mortgage 30 year bonds, authorized by Pacific Railroad Acts of Congress, bearing interest at 6 per cent. in gold, payable semi-annually, secured on 393 ¹ / ₂ miles of Main Line.....	\$6,303,500
First mortgage 30 year Leavenworth Branch Bonds, bearing 7 per cent. interest in currency, secured on 34 miles of road between Leavenworth and Lawrence.....	600,000
Land Grant Bonds, bearing 7 per cent. interest in currency, not secured on road but upon 1,000,000 acres of land between 140th and 240 mile posts, (\$126,000 maturing March 1st, 1871, balance March 1st, 1876) outstanding	318,000
First mortgage 30 year Railroad and Land Grant Bonds, dated June 20th, 1869, secured on main line, from 393 ¹ / ₂ mile post to Denver, at 638 ¹ / ₂ mile post, and on 3,000,000 acres of land, bearing 7 per cent. interest in gold, free of U. S. taxes	6,500,000
First mortgage 10 year Land Grant Bonds, secured on all land unsold July 1st, 1870, lying east of 380th mile post, (not less than 2,000,000 acres,) bearing interest at 7 per cent. in gold, free of U. S. taxes.....	2,000,000
	<hr/> \$15,721,000

U. S. GOVERNMENT SUBSIDY BONDS.

Second mortgage on 393 ¹ / ₂ miles of main line; principal payable in 30 years in currency, interest 6 per cent. in currency, payable only by retention in the United States Treasury of one-half of charges for Government transportation	6,303,000
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INCOME BONDS.

Principal payable in 50 years, interest 7 per cent. currency, payable from net earnings only.....	4,275,350
The Railroad and Lands owned and controlled by this company, consist of—	

Main Line, Kansas City to Denver	638 ¹ / ₂ Miles.
Branch, Lawrence to Leavenworth.....	34

Total miles of Kansas Pacific Railway.....672¹/₂
Controlled by purchase of Stock and Lease—

Denver Pacific Railway, Denver to Cheyenne, 106
Denver and Boulder Valley Branch..... 15

Total miles owned and controlled..... 798.9
Kansas Pacific Railway Lands, unsold (about)
5,300,000 acres.

ASSETS AND LIABILITIES.

The assets of the company, in addition to the railway structure and equipments, and the lands as enumerated above, are as follows:

Notes for lands sold prior to July 1st, 1870.....	\$1,058,691 02
Cash and notes received from lands sold under Trust Deed of July 1st, 1870.....	111,234 16
75 Seven per cent. Kansas Pacific Land Grant Bonds.....	75,000 00
345 Kansas Pacific Income Bonds..	345,000 00
81 Six per cent. Kansas Pacific 1st mortgage bonds.....	81,000 00
Live stock and supplies on hand...	371,014 68
Stock of National Land Company and bills receivable.....	75,520 87
Cash from U. S. Government for transportation \$284,482 13, one-half due to Co.....	142,241 07
Cash in hands of paymaster.....	17,345 57
Collections in hands of ticket and freight agents.....	153,397 56
Real estate unincumbered, at cost..	95,612 12
15,000 shares stock Denver Pacific Railway and Telegraph Co., \$100 per share.....	1,500,000 00
	\$4,026,057 05

The Liabilities, in addition to the Funded Debt, are:

Vouchers and pay-rolls.....	\$420,680 51
Bills payable (less proceeds of Land Grant Bonds sold).....	430,347 54
Notes of company given in settlement with Contractors, due in 1872, 1873 and 1874.....	582,400 00
Coupons not presented.....	7,991 00
Due on Denver Extension Account.....	11,994 69
Due foreign roads.....	86,830 13
Due sundry creditors.....	250,533 36
	1,790,777 23

Excess of assets over liabilities..... \$2,235,279 82

By order of the Board,

JOHN D. PERRY, President.

St. Louis, Feb. 20, 1871.

Atchison, Topeka and Santa Fe Railroad.

The St. Louis Journal of Commerce says, in a recent issue, that this road is in a very prosperous condition. The Company's charter extends from Atchison to the western boundary line of the State of Kansas—in general direction toward Santa Fe; with the land grant of ten sections per mile. The road is in operation from Topeka to Emporia, sixty-two miles, and under contract to Florence at the mouth of Doyle Creek, forty-five miles west of Emporia. The material is on hand, at Emporia, to complete this forty-five miles and the work is being pushed rapidly forward, and the road will be opened to that point by the 1st of May next. At Florence the road strikes the great western Texas cattle trail, and being a short line to St. Louis will become a favorite route for the drovers who are dealing extensively in Texas cattle. Engineers are staking out work for another section of thirty miles west of Florence, which will be placed under contract at once. The iron for this thirty miles (English fifty-six pound punched for fish-bar) has been purchased for cash. This will complete the road to the Arkansas

River, to which point the Company expects to run trains by July 1st. The road-bed, stock and equipments are all first class, in every respect. The material has been bought for cash, and the Company has not a dollar of floating debt. The gross earnings of the road for five months since the road was opened to Emporia were \$168,721 21, and the running expenses are less than fifty per cent. One hundred stock cars have been ordered, in addition to their already liberal supply of rolling stock. This company have near Topeka 75,000 acres of the justly celebrated Pottawattamie reserved lands, which were acquired by purchase, now open to sale on five years' time; and they will have from four to five hundred thousand acres of granted lands in market by the first of March. We notice that the Acting Commissioner of the General Land Office has, by direction of the Secretary of the Interior, issued instructions to the District Land officers at Augusta and Junction City, Kansas, directing the withdrawal of the lands issued to the Atchison, Topeka and Santa Fe Railroad under act of March 3, 1863, for that part of its line route from the north of the Osage Indian Trust Lands, near the junction of the Arkansas and Little Arkansas rivers, to the west line of the range twenty-four west on the Arkansas river, in the State of Kansas.

Northern Central Railway.

REPORT OF THE PRESIDENT.

BALTIMORE, February 23d, 1871.

To the Stockholders of the Northern Central Railway Company:

GENTLEMEN:—The following report of the operations of your road for the year 1870 is hereby respectfully submitted:

The earnings from transportation of freight were.....	\$2,876,735 35
The earnings from transportation of passengers were.....	878,348 36
The earnings from transportation of express were.....	84,722 22
The earnings from transportation of mails were.....	40,032 50
The earnings from miscellaneous sources were.....	208,786 15

Total earnings of the year..... \$4,088,624 58

The operating expenses were:

For conducting transportation.....	\$857,923 56
For motive power.....	837,532 08
For maintenance of cars.....	342,491 18
For maintenance of way.....	712,416 69
For general expenses.....	66,298 23

Total expenses..... \$2,816,661 74

Showing a net revenue of..... \$1,271,962 84
A decrease in net earnings of \$14,839 82.

It is impossible to give an accurate comparison of the total earnings and expenses of the year 1870 with the preceding year because of a change made in the mode of keeping the accounts of tolls paid to other roads. Until this year it has been the custom of the auditor to charge expenses and credit receipts with tolls paid to other roads, when, in fact, we acted merely as their agents. For instance, to enable us to sell through tickets from points on our own and connecting lines to Washington city, we have been compelled to lift the ticket from Baltimore to Washington before the passenger left this road, and give each one an amount in money sufficient to purchase a ticket on the Washington Branch of the Baltimore and Ohio railroad. (At this point it is well to call attention to the fact, that the work on the Baltimore and Potomac railroad is rapidly approaching completion, and we will soon be enabled to connect with a line to Washington that will recognize the fact of the existence of more than one railroad connecting Baltimore with the rest of the world.) This sum, which during the year reaches a considerable amount, was neither a receipt nor an expenditure; yet it was considered

so formerly and taken into the accounts. The money received for freights and passengers over the Cumberland Valley Railroad Bridge at Harrisburg, and the tolls paid to the Erie Railway Company for the use of a portion of their track at Elmira, together with the tolls paid the Chemung railroad, are of a like character, and have heretofore swelled both the receipts and expenditures beyond the reality. This year, while our receipts are almost identical with those of the preceding year, a comparison with last year's report would show a decrease of between one and two hundred thousand dollars in receipts and expenses against the business of the present year. This apparent falling off is, however, unreal, and is caused by the change in the accounts as they are now kept. With this explanation we omit the usual comparison of the receipts and expenditures with the previous year.

There were carried during this year 1,109,249 passengers, and in 1869 1,187,694, a decrease of 28,445. We moved in 1870 3,680,765 tons of freight and in 1869 3,413,332, showing an increase in tonnage of 267,433 tons. The price received for moving one ton one mile in 1870 was 1.90 cents, being $\frac{1}{4}$ of a cent less than in 1869. Had the rates of freight been equal to those of the last year this tonnage would have given us an additional net profit of \$378,804 23. The operating expenses were 68.8 per cent. of the receipts, being 1.3 per cent. less than the previous year.

The road and its equipment has been kept in excellent condition. No expense, consistent with proper economy, has been spared to maintain and improve it, and we have again the satisfaction of reporting that another year has passed without any accident to a passenger.

In our last report we referred to efforts we were making to secure a more reliable coal traffic. We are glad to say that we have succeeded in increasing that branch of the business very materially. The coal transported over the main line this year reached a total of 691,498 tons, against 535,546 in 1869, an increase of 155,952 gross tons. Of this increase 26,849 tons went to the City of Baltimore, the totals to that point being 175,425 tons. The balance of the increase was distributed over and along the whole road.

The business of the leased lines has been generally satisfactory. The coal tonnage of the Shamokin division was 491,514 tons, an increase of 22,550 tons over 1869. The general trade of the Elmira division has been somewhat injured by the competition of the Lehigh Valley railroad to Elmira, which competes with us for the trade of that region to Philadelphia, and for the coal trade going North. The coal tonnage of the Elmira division for this year was 138,960 tons; for 1869 it was 153,099 tons, a decrease of 14,139 tons. During the past year a very valuable deposit of bituminous coal has been discovered near Ralston, on the line of this road, and already a company has been formed and a large amount of money expended on the development of the property. That company is now shipping coal, and we have every reason to expect a considerable revenue from this source, and, at the same time, obtain fuel for our engines much cheaper than we have been able to purchase it heretofore.

The mortgage for \$175,000 of the "York and Cumberland railroad," due on the 1st of May, 1870, has been paid, leaving a balance in the sinking fund of \$721,500. There now remains but one mortgage on that portion of the line, to wit, \$500,000 guaranteed by the City of Baltimore, which matures January 1, 1877. The resources of the general sinking fund will be more than sufficient to meet that liability when it falls due.

The large increase in our equipment during 1869 has been ample to meet the demands on us during the past year, and we hope by proper management of the rolling stock to meet any ordinary increase of tonnage without being compelled to make additional purchases during the present year.

There has been added to the construction account during the year \$453,298 78, to equipment

account \$27,315 10, to real estate account \$21,519 25, making a total of \$502,128 08 charged to the principal accounts. The charges to construction have been for work on the new line in Baltimore. This we had hoped would have been completed during the year, but owing to the failure of the parties who contracted to build the iron bridges to have them ready by the time specified in the contract, the work has been very much delayed, and cannot now be ready for use before the first of May next. Upon the completion of this work our heavy expenditures will cease, and, with it finished, we shall not only be able to do a much larger business over the entire road, but to do it much more satisfactorily and much more economically. The necessity for increased terminal facilities was fully demonstrated during the busy season of the year, when for weeks we were compelled to use several miles of the main tracks to store loaded cars, some of which remained loaded for more than a month, during which time, of course, the patrons of the road were kept waiting for their freight, and the company lost the use of these cars.

It is now ten years since the present board first became connected with the road as its managers. Its reputation at that time as a desirable route for travelers, or as an expeditious channel for the transportation of freight, was any thing but enviable, while its financial condition can best be stated by quoting an extract from the report of John S. Gittings, Esq., its then retiring President. In speaking of the finances he said: "To meet our engagement with the State of Maryland, pay the interest on our bonded debt, meet the floating debt, pay for the material, rolling stock and cars absolutely required, is impossible." The bonds of 1885, with three coupons unpaid, were then selling for 45 cents on the dollar. They are now a favorite investment at 93. The stock was selling at \$14 per share, with but few individuals reckless enough to purchase at that figure. In making up the statement for this year the growth of the business of the road suggested the propriety of making a comparison between the business of 1870 and that of 1860, together with a comparison of the financial condition of the company then and now.

The gross receipts of the main line in 1860 were.....	\$964,621 30
The gross receipts of the main line in 1870 were.....	2,898,623 68

Showing an increase in ten years of \$1,934,002 38

The net revenue in 1860 was.....	\$283,627 17
The net revenue in 1870 was.....	1,042,713 02

Increase of 1870 over 1860, net.... \$759,086 15

The number of passengers carried in 1860 was.....	363,076
The number of passengers carried in 1870 was.....	719,663

Increase of passengers carried in 1870 was.....	356,587
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Number of tons of freight carried in 1860.....	592,769
Number of tons of freight carried in 1870.....	1,736,447

Increase of tons of freight carried in 1870.....	1,143,678
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The total number of cars of all descriptions in 1860 was 1,764, and the general superintendent reported a large number of these unfit for service, and requiring to be rebuilt during the year 1861, because, as he said, "they had been running from twelve to eighteen years." The total number of freight cars now on the road is 5,648, and all in first-class order. The total number of engines belonging to the company in 1860 was 36. In 1870 we have 131. The road bed, track, bridges and the whole superstructure were in a deplorable condition, and to get a train over the line without a mishap of some character was an event which was said to inspire rejoicing among the officials

and employees. To make a trip on schedule time was a exploit closely allied to impossibility, and therefore never attempted. The present condition of your property will compare favorably with any road in the United States. The total indebtedness in 1860, including stock, bonds and all other liabilities was \$8,693,950 07, which was represented by a single track railroad of 138 miles in length, in bad condition and poorly equipped, with a trade producing a net revenue of \$283,627 17, a sum insufficient for paying the interest on the funded debt alone, leaving the stockholder in great doubt as to whether his shares had any intrinsic value whatever.

The total indebtedness in 1870 is \$14,530,903 89, and in addition to the single track of 138 miles, in excellent condition, you have 80 miles of double track, 30 miles of sidings, with 30 miles additional graded and ready for the double track; you have also an equipment that could not be replaced to-day for less than \$4,500,000, real estate not necessary for the uses of the company worth a million of dollars, and a regular and legitimate trade yielding a net revenue of \$1,042,713 02, a sum sufficient to guarantee dividends on your capital stock beyond all doubt. The trade and travel which we now enjoy has been built up against strong competition, and no fear need be entertained of its being diverted from us. The policy pursued for some years past of carrying freights at low rates we shall continue to adhere to, believing that much of our prosperity flows from that sound policy. And we have no fears that the next ten years will not show as gratifying a result as the last decade has presented.

We have heretofore avoided speaking of the importance of the business of this road to the city of Baltimore, because we believed that time would show to every fair-minded person that this line was not only important, but the most important railroad connection enjoyed by that city. We should have continued our silence but for the repeated oratorical efforts of the self-appointed railroad king of this State, whose custom it has been to magnify the importance of the Baltimore and Ohio Railroad, and belittle the Northern Central Railway by constant attacks upon it, and to endeavor to excite prejudice against it because of the interest the Pennsylvania Railroad Company holds in its stock. All will remember when the struggle took place between the Baltimore and Ohio Railroad Company and the Pennsylvania Railroad Company for the control of this road, the persistent efforts of the president of the first-named company to control it by inducing his friends to invest their money in what was in reality then a bankrupt concern—stimulating prejudices against the road and its connections, and rendering its management subservient to the interests of his own line, and thus preventing any recovery from its temporary bankruptcy. The president of the Pennsylvania Railroad Company, instead of indulging in forensic display, seeing that the road had intrinsic value, and knowing that if it was kept open for trade to and from Baltimore it would prove profitable, purchased the stock for his company, and has, up to this time, realized more than twelve per cent. per annum on his investment.

It is time some facts should be given to the people that they may see that this road is not controlled by the Pennsylvania Railroad Company for the purpose of diverting to Philadelphia trade which, under a different management, would go to Baltimore. This road is managed to give trade to the Pennsylvania Railroad which desires to seek Baltimore for a terminus; and so well is this understood by that company that it could afford to hold its stock in this company without any dividend return, receiving from the Baltimore trade which passes over a large extent of their line a sufficient profit to pay a good interest on its investment. The connections of the Baltimore and Ohio Railroad are being constantly referred to as something remarkable. The truth is, that its connections westward are nothing when compared to those of this road. We connect with and have the right to make rates to all points

reached by the Pennsylvania Railroad. And a connection by its lines is a very different thing from the connections of the Baltimore and Ohio Railroad. The Pennsylvania Railroad Company owns and controls its lines from the Delaware and the Chesapeake to the Mississippi. The Baltimore and Ohio connects from the Chesapeake with the interior of Ohio, and from that point makes rates by sufferance.

If it is important to Baltimore to connect by rail with the great West, it is not difficult to see which of the two lines is the most valuable to her. During the past year the shipments of coffee, canned fruits and oysters, sugar and syrup alone over the Northern Central railway from Baltimore to the West reached the considerable total of 110,918,440 pounds; and of this aggregate we carried forty-two per cent. of all the coffee received in Baltimore for that year, leaving the home consumption, the Southern demand, the local sales, and the Baltimore and Ohio Railroad to manage the balance. Is it probable that if the Northern Central railway did not exist, or if it were owned by the Baltimore and Ohio Railroad, that the trade of Baltimore with the West would be as great as it is to-day? Her commercial activity would be confined to a small portion of Virginia, West Virginia, Ohio and Indiana; while by the Northern Central and the Pennsylvania roads it is enabled to reach all points North, East and West. And it soon will, by the same control, be able to reach the South on terms and at rates which must prove of lasting advantage to the commercial interests of the city.

Is it possible, in the movement now being made by this company and the Pennsylvania Railroad Company, to build a new road to Washington, that the trade of Baltimore will not be largely benefited by another connection with her natural territory, the Southern States? Certainly opening up new competing lines will add to her prosperity. And we think, too, it will prove a profitable investment, for our experience has taught us that trade can be increased by a judicious reduction of tolls, and that, when the increase is established, that road which adopts and adheres to a liberal policy with its customers can secure its share of traffic. Has this been the policy of the Baltimore and Ohio Railroad with the Washington Branch of its road? The experience of thirty years answers that inquiry. And yet we know that when the Baltimore and Potomac Railroad is finished and the fare between Baltimore and Washington is greatly reduced, the Baltimore and Ohio Railroad will make the corresponding reduction, and a speech will be delivered, telling the people of Baltimore of the vast importance of that line to her commercial prosperity and the utter worthlessness of the lines which, by their energy and liberality, have wrung this tardy concession to her people from the Baltimore and Ohio Railroad.

We do not object to the existence of that road. We know how valuable it is to Baltimore. But at the same time we know that its value to this city is greatly enhanced by the healthy and successful competition which it meets because of the existence of the Northern Central Railway.

In closing this report we take pleasure in bearing testimony to the efficient services rendered by the different officers of the company. By order of the board. J. D. CAMERON, Pres't.

ROBT. S. HOLLINS, Secretary.
Office Northern Central Railway Company, Baltimore, February 23, 1871.

The Flint and Pere Marquette Railroad Company has taken a contract for the building of the Holly, Wayne and Monroe road, from Holly to Monroe, and has made a contract with the Wyandotte Rolling Mills to furnish 6,500 tons of rails between May and November. Contracts for rolling stock, etc., have also been made, and the road will soon be running from Holly, on the Detroit and Milwaukee road, to Monroe, where it connects with the Michigan Southern for Toledo,

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.		
	1870.	1871.
Manufactures of wool....	\$1,967,695	\$3,885,022
" cotton....	1,821,330	2,785,115
" silk....	2,027,243	2,645,480
" flax....	853,588	1,432,070
Miscellaneous dry goods..	898,376	785,828

Total entered for consump. \$7,568,232 \$10,983,545

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool....	\$1,109,707	\$1,251,135
" cotton....	790,965	729,689
" silk....	639,981	701,838
" flax....	704,786	637,360
Miscellaneous dry goods..	114,250	141,542

Total withdrawn from warehouse..... \$3,359,689 \$3,461,564

Add entered for consump. 7,568,232 10,983,545

Tot. thrown on the market. \$10,927,921 \$14,445,109

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	\$1,299,526	\$1,462,606
" cotton....	755,044	805,786
" silk....	627,708	579,805
" flax....	541,280	531,248
Miscellaneous dry goods..	104,614	185,944

Total entered for wareh'g. \$3,228,172 \$3,565,837

Total entered for consump. 7,568,232 10,983,545

Total entered at the port. \$10,796,404 \$14,548,882

The imports of foreign dry goods at New York for two months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool..	\$2,856,316	\$4,578,914
" cotton..	3,248,856	4,254,712
" silk..	3,123,801	4,148,136
" flax..	1,532,954	2,366,717
Miscellaneous dry goods.	1,592,973	1,318,506

Total imports..... \$12,354,900 \$16,666,985

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool...	\$1,703,133	\$2,001,840
" cotton..	1,147,680	1,231,365
" silk....	989,533	1,239,245
" flax....	1,220,979	1,179,003
Miscellaneous dry goods.	236,797	259,681

Total withdrawn from warehouse..... \$5,298,122 \$5,911,134

Add entered for consump. 12,354,900 16,666,985

Total thrown on the market..... \$17,653,022 \$22,578,119

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool....	\$2,029,812	\$2,411,548
" cotton..	1,767,282	1,541,221
" silk....	996,798	1,053,474
" flax....	1,039,503	985,799
Miscellaneous dry goods.	237,862	331,880

Total entered warehouse. \$6,071,257 \$6,323,922

Add entered for consump. 12,354,900 16,666,985

Total entered at the port. \$18,426,157 \$22,990,907

The gangs of track-layers operating from the eastern and western termini of the Pittsburg and Connellsville Railroad are steadily approaching each other, a gap of less than thirty miles now separating them.

The State debt of Illinois now amounts to only \$2,400,000.

Savannah and Charleston Railroad.

The earnings of this road for the years 1869 and 1870, were as follows:

	1869.	1870.
From freight.....	\$29,643 21	\$47,712 87
" passengers.....	17,594 60	87,096 13
" mails, etc.....	4,596 32	12,636 29
	\$51,834 13	\$147,345 29
Operating expenses.....	46,777 56	89,989 94

Net..... \$5,056 57 \$57,355 35

The increase in earnings has been \$95,511 16, with an increase in expenses of \$43,212 38—making the increase in net earnings, \$52,298 78.

This road is 104 miles in length, extending from Savannah to Charleston. It was destroyed during the war, and only restored so as to be opened for business throughout its entire length in March, 1869.

The whole debt of the Company is.. \$1,365,849 05 Of this amount there is already funded in 6 and 7 per cent. bonds.... 1,112,400 00

Unfunded after applying the available credits..... \$253,409 05

Besides this, there are ascertained liabilities for claims for rights of way, unfunded coupons, etc., which it is not possible to state with accuracy, though they are known to be not very large. The difference between these debts and liabilities and the true value of the company's property will show their true condition. This appears by the books, as follows:

Construction, equipment and right of way.....	\$2,288,966 14
Due by contractors for over-payment and liable to be charged to construction and equipment.....	49,326 10

Total cost of road..... \$2,238,292 24

Deduct amount of debt..... 1,365,849 05

Value of stocks, as per books... \$972,443 19

The President, however, has had an inventory and a careful appraisal of the property made, and reports the actual value to be \$2,094,300, or but a trifle more than \$20,000 per mile.

The earnings of the South Carolina Railroad in 1870 were \$1,472,020 59; and the expenses, \$916,095 82—making the net earnings \$555,924 77. In 1869 the earnings were \$1,382,167, the expenses \$909,405 43, and the net earnings, \$472,761 57—showing an increase in earnings of \$89,853 59, with an increase in expenses of only \$6,690 39. The ratio of expenses to earnings in 1870 is 62.23 against 65.79 in 1869.

The Mahoning (Ohio) Coal railroad was recently organized with a capital stock of \$70,000. The corporators are Joseph H. Brown, Wm. Bonnell, Richard Brown, Aug. B. Cornell and David Himrod. The proposed road is to extend from Youngstown, Mahoning County—half way between Cleveland and Pittsburg—north to a point in Brookfield township, in Trumbull county, the road to be all within the limits of Mahoning and Trumbull counties.

The Cedar Rapids, McGregor and Milwaukee Railroad company has been organized with a capital of \$3,000,000. The officers are: H. G. Angle, President; S. C. Bever, Vice President; Dr. J. T. Ely, Treasurer; W. J. Abernethy, Secretary.

HARVEY FISK.

A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS,
No. 5 NASSAU STREET,
NEW YORK, March 11, 1871.

THE CHESAPEAKE AND OHIO RAILROAD,
A NEW TRUNK LINE FROM THE SEABOARD TO THE WEST.

There remain but 200 miles to be completed, of which nearly half is graded, to unite the unfailing navigation of the Atlantic coast with that of the Ohio and Mississippi Rivers at a favorable point. Roads projected, or now in progress, will connect it, by a short line, with the principal railroad centers of the West.

The road already possesses a PROFITABLE LOCAL BUSINESS, and its advantages as a GREAT EAST AND WEST THROUGH LINE for the transportation of the heavy freights (which constitute the principal part of the East and West through traffic) are numerous and important.

1. A SHORT ROUTE between the Atlantic coast and the Great West.
2. LOW GRADES.
3. CHEAP FUEL.
4. A GENIAL CLIMATE which admits of safe, economical, and rapid railroad operation throughout the year.
5. EAST AND WEST TERMINI, at favorable points on tide-water and the Ohio River.
6. A VERY LARGE THROUGH AND LOCAL TRAFFIC awaiting its progress.
7. A COMPARATIVELY LIGHT CAPITAL AND DEBT, and consequently a light tax upon traffic for payment of interest and dividends.

All these conditions favor a cheap and economical working of the line, which will enable the Chesapeake and Ohio route to do a profitable East and West through business at rates which would not pay by the more difficult and costly lines, and to control an enormous Southwestern through trade.

We are now authorized to sell an additional amount of the FIRST MORTGAGE SIX PER CENT. GOLD BONDS of the Company, at the original price of 90 and accrued interest from Nov. 1.

The Bonds are secured by a mortgage upon the entire road, (427 miles of main line) franchises, and property of the Company, which now, IN COMPLETED ROAD AND WORK DONE, EXCEEDS THE ENTIRE AMOUNT OF THE MORTGAGE; and which, when completed, will be worth at least \$30,000,000.

A Sinking Fund of \$100,000 per annum is provided for their redemption.

They are issued as Coupon or Registered Bonds, and in denominations of

\$100, \$500, and \$1,000.

The superior advantages, valuable property and franchises, and able and honorable management of the Chesapeake and Ohio Railroad Company render it one of the most substantial, reliable and trustworthy Corporations in the country, and commend its Securities to the unhesitating confidence of capitalists and investors.

Pamphlets, maps and full particulars furnished upon application.

FISK & HATCH, Bankers.

C. H. Prior has been appointed Superintendent of the Iowa and Minnesota Divisions of the Milwaukee and St. Paul Railway.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna* 100	3,855,000	J. & J.	Jul. '69	Hartford and New Haven 100	4,798,925	J. A. J. & O.	Dec. '70	Port, Saco & Portsmouth 100	11,500,000	J. & D.	Dec. '70
American Central 100	800,000	J. & J.	July '70	Hannibal and St. Joseph 100	4,151,700	J. & J.	Aug. '70	Providence & Worcester 100	2,000,000	J. & J.	Dec. '70
Atlanta and West Point 100	1,332,200	J. & J.	July '70	Do. do pref. 100	6,078,224	J. & J.	Aug. '70	Raleigh and Gaston 100	6,000,000	A. & O.	Jul. '69
Atlantic & N. Carolina 100	5,545,225	F. & A.	Dec. '70	Hanover Branch, Pa. 50	116,880	M. & N.	Nov. '70	Rensselaer and Saratoga 100	4,000,000	A. & O.	Oct. '70
Atlantic & Gt. Western 50	25,879,923	F. & A.	Dec. '70	Housatonic 100	820,000	J. & J.	Feb. '71	Richmond and Danville 100	847,100		
Do. pref. 50	1,919,000			Do. pref. 100	1,180,000	J. & J.	Feb. '71	Richmond and Petersburg 100	1,041,800		
Atlantic & St. Lawrence 100	2,494,300	M. & S.	Sept. '70	Huntingdon & B'd Top 50	615,950	J. & J.	Jan. '71	Rich, Fred. & Potomac 100	88,400		
Augusta and Savannah 100	733,700	J. & J.	Jan. '71	Illinois Central 100	212,350	J. & J.	Jan. '71	Rockport 100	2,993,900	J. & J.	Nov. '67
Baltimore and Ohio 100	16,267,862	A. & O.	Oct. '70	Indianapolis, Cin. & Lafayette 100	28,278,710	M. & S.	Sept. '71	Rome, Watert. & Ogden 100	1,831,400	F. & A.	Dec. '70
Do. Washington Br. 100	2,360,000	F. & A.	Dec. '70	Jeffersonville, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '71	Rutland preferred 100	2,300,000		
Baltimore City Passenger 100	670,000	A. & O.	Apr. '68	Joliet and Chicago 100	1,500,000	J. A. J. & O.	Jan. '71	St. L., Alt. & T. Haute 100	2,640,000	Annual.	June '70
Bay de Noquet & Marq. 100	1,250,000	J. & J.	Jan. '71	Joliet & North Indiana 100	800,000	F. & A.	Feb. '71	St. L., Jack'nv. & Ohio 100	2,478,750		
Belvidere Delaware 100	995,800	J. A. J. & O.	Jan. '71	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Feb. '71	Sandusky and Cincinnati 100	2,089,000		
Berkshire 100	600,000	J. & J.	Dec. '70	Do. guar. 100	633,500	F. & A.	Feb. '71	Sandusky and Cincinnati 100	445,598	M. & N.	Nov. '70
Blossburg & Corning 100	10,150,800	J. & J.	Dec. '70	Lackawanna & Bloomsb. 50	1,826,000	J. & J.	Jan. '71	Sand, Mansf. and Newark 100	905,222		
Boston and Albany 100	110,000	A. & O.	Oct. '70	Leeds and Farmington 100	2,158,566	J. & J.	Jan. '71	Savannah and Charleston 100	1,000,000		
Boston and Chelsea 100	459,300	M. & N.	Nov. '70	Lehigh and Mahanoy 50	2,158,566	J. & J.	Jan. '71	Schuykill and Susquehanna 50	1,284,150	J. & J.	Jan. '71
Boston, Concord & Mont. 100	1,340,400	J. & J.	Dec. '70	Lehigh and Susquehanna 50	8,739,308	M. & N.	Dec. '70	Second and Third St. (Ph.) 50	203,787	J. & J.	Jan. '71
Do. do. pref. 100	2,215,000	J. & J.	Dec. '70	Lehigh Valley 100	17,116,400	J. A. J. & O.	Dec. '70	Schuykill Valley 100	676,000	M. & N.	Nov. '70
Boston and Lowell 100	4,471,275	J. & J.	Dec. '70	Lehigh Luzerne 100	344,660	J. & J.	Jan. '71	Seaboard and Roanoke 100	868,200	J. & J.	July '70
Boston and Providence 100	3,700,000	J. & J.	Dec. '70	Little Miami 100	3,572,400	M. J. S. D.	Dec. '70	Second Avenue (N. Y.) 100	670,000		
Broadway (South Boston) 100	400,000	J. A. J. & O.	Dec. '70	Little Schuylkill 100	2,616,100	J. & J.	Jan. '71	17th & 19th streets (Ph.) 50	130,000	F. & A.	Dec. '70
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & J.	June '70	Lomb. and South St. (Ph.) 25	80,000			Shamokin V. and Potomac 50	869,450	F. & A.	Aug. '70
Brooklyn City 100	1,000,000	F. M. A. N.	July '71	Long Island 100	8,000,000	F. M. A. N.	Aug. '66	Shore Line 100	656,200	J. & J.	May '70
Brooklyn City & New'n 100	898,800	J. & J.	July '70	Louis, Cin. and Lex. 50	1,623,482	J. & J.	Jul. '69	Sixth Avenue (N. Y.) 100	750,000	M. & N.	Nov. '70
Buffalo, Bradford & Pitts. 100	1,000,000	M. & N.	Nov. '70	Louisville and Nashville 100	848,700	F. & A.	Jul. '70	Somerville 100	75,000		
Buff, New York & Erie 100	5,000,000	F. & A.	Aug. '70	Louis, N. Alb. & Chicago 100	8,680,912	F. & A.	Aug. '70	South Carolina 100	5,816,275		
Buffalo and Erie 100	1,227,000	March.	Mar. '71	Lowell and Lawrence 100	200,000	A. & O.	Oct. '70	South Shore 100	258,686	F. & A.	Jul. '68
Burlington and Mo. Riv. 100	383,000	March.	Mar. '71	Lowell Horse 100	55,830	J. & J.	Jan. '70	South Western, Georgia 100	9,939,900	F. & A.	Aug. '70
Camden and Amboy 100	8,847,800	F. & A.	Feb. '71	Lowell and Western 100	2,500,000	J. & J.	Jan. '71	Staten Island 100	600,000	J. & J.	Jul. '64
Camden and Atlantic 50	877,100			Mahanoy & B'd Mount 50	1,678,918			Stony Brook 100	287,800	M. & N.	May '70
Camden & Burlington Co. 100	331,000			Maine Central 100	5,400,500			Stonewall and Indiana 100	1,935,141		
Cape Cod 100	915,577	J. & J.	D. '70	Manchester & Lawrence 100	1,000,000	M. & N.	Nov. '70	Stockbridge & Pittsfield 100	448,700	F. & A.	Feb. '71
Cape May and Millville 50	447,000	J. & J.	Dec. '70	Marietta & Cincinnati 50	2,029,778			Summit Branch 100	350,000		
Catawissa 100	1,159,600	M. & N.	Nov. '70	Massachusetts 100	5,130,719	M. & S.	Sep. '68	Syr. Bingham and N. Y. 100	4,314,150	J. & D.	Dec. '70
Catawissa, pref. 100	2,200,000	J. & J.	Jan. '71	Massachusetts and Charleston 100	4,480,368	M. & S.	Sep. '68	Taunton Branch 100	400,000		
Cayuga & Susquehanna 100	559,110	M. & N.	Nov. '70	Memphis and Ohio 100	5,312,723	J. & J.	Dec. '70	Tennessee and Alabama 100	685,922	J. & J.	Jan. '71
Cedar Rapids & Mo. pref. 100	765,000	J. & J.	July '70	Metropolitan (Boston) 100	670,000	J. & J.	Dec. '70	Terre Haute and Indiana 50	1,988,160	J. & J.	Jan. '71
Central of Georgia 100	4,668,300	J. & J.	Dec. '70	Michigan Central 100	1,250,000	J. & J.	Dec. '70	Third Avenue (N. Y.) 100	1,750,000	J. & J.	May '70
Central of New Jersey 100	15,000,000	J. & J.	Dec. '70	Middleboro' and Taunton 100	13,225,848	J. & J.	Dec. '70	Thirteenth and Fif. (Ph.) 50	2,300,000	J. & J.	Dec. '70
Central Ohio 100	2,425,000	J. & J.	Dec. '70	Middlesex (Boston) 100	149,023	J. & J.	Dec. '70	Tol., Peoria and Warsaw 100	1,700,000		
Do. pref. 100	400,000	J. & J.	Dec. '70	Mill Creek and Minehill 50	323,376	A. & O.	Oct. '70	" " (W. D.) pref. 100	1,500,000	January,	1870, 11, 14
Con. Park, N. & E. River 100	970,000	J. & J.	Dec. '70	Millville and Glassboro' 100	405,020	A. & O.	Jan. '71	Tol., Wabash and West. 100	14,700,000	M. & N.	May '70
Chemung 100	380,000	J. A. J. & O.	Jan. '71	Millw. & St. Paul 100	11,422,664	F. & A.	Feb. '70	Troy and Boston 100	607,111	J. & D.	Jun. '70
Chesapeake, preferred 100	2,085,925	J. & J.	Dec. '70	Milw. & St. Paul 100	11,422,664	Dec. 1870		Troy and Greenbush 100	274,400	J. & J.	Jan. '71
Chicago and Alton 100	7,045,000	M. & S.	Mar. '71	M. Hill & Schuylk. Haven 50	10,424,903	Dec. 1870		Union Transport'n (Bos.) 100	200,000	M. & N.	Nov. '70
Chicago, Burl. & Quincy 100	2,425,400	M. & S.	Mar. '71	Mobile and Ohio 100	3,556,450	J. & J.	Dec. '70	Union (Phila.) 100	291,476	J. & J.	Jan. '71
Chicago, Iowa & Nebrask. 100	16,580,210	M. & S.	Mar. '71	Montgomery & W. Point 100	4,269,820	J. & D.	Dec. '70	Utica and Black River 100	1,666,000	J. & J.	July '70
Chicago and Milwaukee 100	1,000,000	J. & J.	Dec. '70	Morris and Essex 100	1,644,101	J. & D.	Dec. '70	Vermont and Canada 100	2,500,000	J. & J.	Dec. '70
Chicago & N. Western 100	2,327,000	J. & J.	Dec. '70	Mt. Carbon & P. Carbon 50	11,900,950	J. & J.	Dec. '70	Vermont Central 100	5,000,000		
Do. pref. 100	14,675,629	J. & D.	Dec. '70	Nashua and Lowell 100	282,350	M. & N.	Nov. '70	Vermont and Massachusetts 100	2,500,000	J. & J.	July '70
Chicago, R. I. & Pacific 100	17,000,000	A. & O.	Oct. '70	Nashua and Lowell 100	720,000			Vicksburg and Meridian 100	857,408		
Cin. Ham. & Dayton 100	3,500,000	A. & O.	Oct. '70	Nashville & Chattanooga 100	2,058,544	F. & A.	Dec. '70	Virginia Central 100	5,853,679		
Cincinnati City Passenger 100	1,000,000	J. & J.	Jan. '71	Naugatuck 100	1,818,000	F. & A.	Dec. '70	Virginia and Tennessee 100	3,506,300		
Cin. Sand. & Cleve. pref. 50	428,646	M. & N.	Nov. '70	New Bedford & Taunton 100	500,000	J. & J.	July '70	West Jersey 100	1,306,000	F. & A.	Dec. '70
Citizens' Passenger (Phila.) 50	192,760	J. & J.	July '70	New Haven & N. London 100	738,538	J. & J.	Jan. '71	West Philadelphia 100	249,100	J. & J.	Dec. '70
Clev. Col. Cin. & Ind. 100	11,620,000	F. & A.	Feb. '71	N. Haven & Northampton 100	1,500,000	F. & A.	Feb. '71	Winch. and Weldon 100	1,468,776	J. & J.	Jan. '71
Cleveland & Mahoning 100	2,056,750	M. & N.	Nov. '70	New Jersey 100	7,297,200			Winchester and Potomac 100	1,547,650	J. & J.	Dec. '70
Cleveland and Pittsburgh 100	7,494,688	F. M. A. N.	Feb. '71	New London Northern 100	1,003,500	A. & O.	Apr. '71	Warren 100	1,400,555	J. & J.	Dec. '70
Cleveland and Toledo 50	6,000,000	F. & A.	Aug. '70	N. Y. Central & Hudson R. 100	46,000,000	A. & O.	Apr. '71	Worcester and Nashua 100	1,400,555		
Columbus and Xenia 100	1,768,800	M. J. S. D.	Dec. '70	Do. pref. 100	44,428,330	J. & J.	Dec. '70				
Concord 100	1,500,000	M. & N.	Nov. '70	New York and Harlem 100	6,000,000	J. & J.	Dec. '70				
Concord & Ports, guar. 100	350,000	J. & J.	Jan. '71	Do. pref. 100	1,500,000	J. & J.	Dec. '70				
Coney Island & Brooklyn 100	800,000	F. & A.	Dec. '70	New York & New Haven 100	9,000,000	J. & J.	Dec. '70				
Conn. & Passumps. R. pref. 100	2,084,200	J. & J.	Dec. '70	N. Y., Provid. & Boston 100	2,000,000	J. & J.	Dec. '70				
Connecticut River 100	1,700,000	A. & O.	Oct. '70	Nig. Bridge & Canada 100	1,000,000	J. & J.	Jan. '71				
Cumberland Valley 100	1,316,900	A. & O.	Oct. '70	Norfolk & Petersburg 100	137,500	J. & J.	July '70				
Danbury and Newfal. 50	400,000	quarterly	Dec. '70	North Carolina 100	4,000,000	A. & J.	July '70				
Dayton and Michigan 100	2,400,000	J. & J.	Jan. '71	Northern Central 100	5,000,000	M. & N.	Nov. '70				
Delaware 100	1,107,291	J. & J.	Jan. '71	North Eastern (S. C.) pref. 100	155,000	J. & D.	May '67				
Del. Lackaw. & Western 100	16,277,500	J. & J.	Dec. '70	Northern of N. Hampsh. 100	3,068,400						
Des Moines Valley 100	1,820,200	J. & J.	Dec. '70	Northern Pennsylvania 100	3,150,150	J. & J.	Dec. '70				
Detroit & Milwaukee 100	452,350	F. M. A. N.	May '70	Norwich and Worcester 100	2,364,400	J. & J.	Dec. '70				
Do. pref. 100	2,085,000	J. & J.	Dec. '70	Ogdensburg & L. Champl'n 100	3,051,800	J. & J.	Jan. '71				
D. Dock, E. B'd. & Bat. 100	1,200,000	J. & J.	Dec. '70	Do. pref. 100	2,000,000	A. & O.	Oct. '70				
Dubuque and Sioux City 100	5,000,000	J. & J.	Dec. '70	Ohio and Mississippi 100	19,995,847	J. & D.	Dec. '70				
Do. do. pref. 100	382,580	J. & J.	Dec. '70	Do. pref. 100	4,024,474	J. A. J. & O.	Dec. '70				
East Mahanoy 100	4,062,600	J. & J.	Dec. '70	Oil Creek & Allegheny R. 50	4,269,450	J. & J.	Dec. '70				
Eastern (Mass.) 100	1,309,230	J. & J.	Dec. '70	Old Colony & Newport 100	4,959,020	J. & J.	Dec. '70				
Eastern (N. H.) 100	1,999,524	J. & J.	Dec. '70	Orange and Newark 100	289,550	F. & A.	Aug. '70				
East Pennsylvania 100	1,000,000	J. A. J. & O.	Jan. '71	Oswego and Syracuse 100	482,400						
East Tenn. Va. and Ga. 100	1,000,000	F. & A.	Aug. '70	Pacific of Missouri 100	3,711,198	J. A. J. & O.	Jan. '71				
Elmira, Jefferson & Canada 100	600,000	M. & N.	Nov. '70	Panama 100	7,000,000	J. & J.	Dec. '70				
Elmira & Williamsport 50	600,000	J. & J.	Dec. '70	Paterson and Ramapo 100	248,000	J. & J.	Dec. '70				
Do. do. pref. 50	600,000	F. & A.	Dec. '70	Paterson and Hudson River 100	680,000	M. & N.	Nov. '70				
Erie Railway 100	75,000,000	F. & A.	Dec. '70	Pennsylvania 100	33,488,812	F. & A.	Feb. '71				
Do. pref. 100	6,539,910	Annual.	Dec. '69	Peoria & Bureau Valley 100	1,200,000	J. & J.	Jul. '69				
Erie & Pittsburgh 100	999,780	M. J. S. D.	Dec. '70	Peoria and Hannibal 100	600,000	J. & J.	Jan. '71				
Evansville & Crawfordville 100	1,148,448	J. & J.	Dec. '70	Petersburg 100	1,325,200	J. & J.	Jan. '71				
Fitchburg 100	248,000	M. & N.	May '67	Philadelphia and Erie 50	6,004,200						

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,168	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	291,422	286,582	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	532,657	611,854	609,788	579,642	535,396	467,659	5,070,882
1870.....	413,104	394,176	488,333	633,758	708,719	729,274	783,099	807,815	777,183	828,447	746,800	612,806	7,933,513
1871.....	536,498	481,086	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1867.....	100,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,678,706
1868.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1869.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,251	357,956	307,919	236,824	3,840,092
1870.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	300,223	323,030	271,247	3,066,163
1871.....	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,109	3,892,861
1868.....	276,110	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,861	4,681,563
1870.....	323,825	323,825	344,366	334,063	395,044	411,986	421,485	501,049	499,635	488,658	432,492	386,599	4,831,770
1871.....	343,550	340,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1867.....	.....	.....	.....	.....	.....	666,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1868.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1869.....	541,005	492,164	499,296	468,358	556,623	747,942	702,691	767,508	946,707	932,683	764,671	547,842	7,976,490
1870.....	523,656	399,917	523,845	537,519	558,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1871.....	696,147	574,604	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,759
1868.....	724,890	607,478	850,192	1,094,597	1,211,150	1,180,938	1,076,674	1,251,940	1,507,479	1,570,087	1,107,084	1,007,997	13,381,471
1869.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1867.....	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1868.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,968
1869.....	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,867	339,239	319,573	284,156	3,273,719
1870.....	270,148	266,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1871.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867.....	190,130	236,637	181,084	191,648	206,246	209,282	261,079	352,786	414,543	410,336	372,593	359,468	3,445,827
1868.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1869.....	327,900	416,588	459,762	423,797	406,573	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,392,447
1870.....	571,536	528,972	616,665	516,608	490,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1871.....	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1868.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1869.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,590	685,401	681,041	7,817,629
1870.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1871.....	623,383	661,789	644,374	597,571	695,263	759,215	645,768	861,358	870,584	892,171	841,991	.....	.....
1872.....	639,541	565,416	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1867.....	90,411	86,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1868.....	94,136	78,976	92,910	92,768	96,535	106,594	114,716	121,217	142,823	132,387	123,383	123,383	1,278,713
1869.....	92,433	81,599	95,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1870.....	95,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1871.....	90,177	96,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1872.....	130,883	126,224	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1867.....	230,159	159,658	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322,369	307,474	288,634	2,650,702
1868.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	301,186	3,168,066
1869.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1870.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,560
1871.....	282,439	265,796	337,158	343,737	365,196	335,083	324,966	359,646	429,161	493,604	414,604	308,669	4,260,116
1868.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,013
1869.....	343,316	304,316	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1870.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	475,546	490,772	448,419	374,642	4,744,164
1871.....	337,992	329,128	380,430	412,030	405,233	363,187	326,891	378,890	467,990	511,447	453,873	387,827	4,755,958
1872.....	418,755	404,008	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	519,763	340,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,003
1868.....	399,228	333,608	436,123	505,718	458,191	423,398	522,682	1,024,045	1,037,464	1,037,464	556,917	468,880	6,517,646
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,135	606,065	7,250,099
1870.....	396,171	382,823	377,000	443,132	730,700	755,737	636,484	661,020	808,318	908,313	731,014	529,758	7,420,421
1871.....	396,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1867.....	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,583	231,662	235,513	248,838	203,595	2,024,860
1868.....	213,101	196,207	239,161	269,490	269,000	208,493	196,724	229,099	264,690	235,240	266,836	255,726	2,833,399
1869.....	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1867.....	210,329	200,466	300,261	269,444	224,963	223,242	268,177	302,596	382,400	278,006	340,243	275,950	3,311,077
1868.....	259,223	239,139	313,914										

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.		Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.		Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.
National Securities Mar. 1, 1871.							Massachusetts—Western R. R. Loan, sterling						
Loan of June 14, 1858.....registered		\$20,000,000	5	Jan. & July.	1874	106 1/2	..	—Troy and Greenfield Loan, stg.	3,578,606	5	April & Oct.	92-88	...
Loan of June 22, 1860.....registered		matured.	5	"	"	1874	..	..	3,508,580	5	"	"	88-90
Loan of June 22, 1860.....registered		matured.	5	"	"	1871	..	..	1,166,500	5	"	"	90-94
Loans of Feb. 8, July 1, Aug. 3, '61 registered		282,733,100	5	"	"	1871	..	..	200,000	5	Jan. & July.	1877	107 1/2
and March 3, 1863.....coupon			5	"	"	1881	..	..	400,000	5	"	"	1877
Oregon War Bonds of March 2, 1861		945,000	5	"	"	1881	..	..	290,400	5	"	"	1900
			5	"	"	1881	..	..	171,000	5	Various.	1870	...
Loan of Feb. 25, 1862 (5-20s).....registered		493,728,350	5	July.	1881	...	..	..	117,000	5	"	"	1872
Loan of March 3, 1864 (5-20s).....coupon		3,102,900	5	May & Nov.	1882	112 1/2	..	..	125,000	5	April & Oct.	1873	105
Loan of June 30, 1864 (5-20s).....coupon		102,028,900	5	"	"	1882	..	..	244,000	5	Various	1874	103
Loan of March 3, 1865 (5-20s).....registered		182,112,450	5	"	"	1884	..	..	162,000	5	June & Dec.	70-72	108 1/2
2d series (5-20s).....coupon		254,619,700	5	"	"	1884	..	..	50,000	5	"	"	1877
3d series (5-20s).....coupon		333,832,550	5	"	"	1884	..	..	200,000	5	Jan. & July.	1871	111 1/2
4th series (5-20s).....coupon		39,663,750	5	"	"	1885	..	..	650,000	5	"	"	72-73
Loan of March 3, 1864 (10-40s).....registered		194,567,300	5	Jan. & July.	1885	110 1/2	..	..	720,000	5	"	"	74-75
Pacific R. R. Bonds.....(currency)		64,618,532	5	"	"	1885	..	..	1,430,000	5	"	"	1876
Certificates of Mar. 2, 1867, and July 25, 1868		40,560,000	5	"	"	1885	..	..	600,000	5	"	"	77-78
Navy Pension Fund of July 23, 1868		14,000,000	5	"	"	1887	..	..	220,000	5	May & Nov.	1880	98 1/2
Loans of 1842, 1847, 1848 and 1860		397,150	5	"	"	1887	..	..	200,000	5	Jan. & July.	1883	97
Texas Indemnity Bonds of Sept. 9, 1860		242,000	5	"	"	1887	..	..	4,000,744	5	May & Nov.	1894	96 1/2
Treasury Notes prior to 1857		89,625	5	"	"	1888	..	..	4,379,500	5	"	"	1894
Treasury Notes of 1857, '61 and '63		217,792	5	"	"	1888	..	..	888,000	5	Jan. & July.	1883	...
Treasury Notes (7-30s)		523,650	5	"	"	1888	..	..	3,505,000	5	Mar. & Sept.	1886	100 1/2
Certificates of Indebtedness		5,000	5	Mar. & Sept.	1904	108 1/2	..	..	919,324	5	Var.	1878	99 1/2
Compound Interest Notes of 1863 and 1864		1,866,440	5	Jan. & July.	1904	108 1/2	..	..	86,000	5	Jan. & July.	1879	99 1/2
Temporary Loan of June 30, 1864		89,810	5	"	"	1904	..	..	200,000	5	"	"	73-73
U. S. Notes (greenbacks)		356,100,186	5	"	"	1904	..	..	1,728,000	5	"	"	73-73
Fractional Currency		40,573,748	5	"	"	1904	..	..	896,000	5	"	"	1880
			5	"	"	1904	..	..	463,000	5	May & Nov.	1880	101
			5	"	"	1904	..	..	2,275,000	5	Jan. & July.	1883	...
			5	"	"	1904	..	..	7,000,000	5	Jan. & July.	41-51	...
			5	"	"	1904	..	..	453,000	5	Jan. & July.	92-90	92
			5	"	"	1904	..	..	2,830,000	5	"	"	1887
			5	"	"	1904	..	..	13,734,000	5	"	"	82-80
			5	"	"	1904	..	..	1,589,000	5	"	"	81-87
			5	"	"	1904	..	..	3,000,000	5	"	"	81-85
			5	"	"	1904	..	..	1,089,800	5	Jan. & July.	71-78	101
			5	"	"	1904	..	..	600,000	5	Mar. & Sept.	84-79	99
			5	"	"	1904	..	..	1,267,000	5	April & Oct.	69-74	99
			5	"	"	1904	..	..	500,000	5	Jan. & July.	1869	...
			5	"	"	1904	..	..	1,599,500	5	Jan. & July.	69-84	103
			5	"	"	1904	..	..	1,002,900	5	"	"	86-96
			5	"	"	1904	..	..	593,409	5	"	"	97-02
			5	"	"	1904	..	..	700,000	5	J. A. J. & O.	1870	110
			5	"	"	1904	..	..	800,000	5	"	"	1873
			5	"	"	1904	..	..	1,189,781	5	"	"	pleas.
			5	"	"	1904	..	..	900,000	5	"	"	1875
			5	"	"	1904	..	..	545,107	5	"	"	pleas.
			5	"	"	1904	..	..	2,607,500	5	J. A. J. & O.	1872	105
			5	"	"	1904	..	..	5,726,800	5	"	"	1873
			5	"	"	1904	..	..	2,250,000	5	"	"	1874
			5	"	"	1904	..	..	500,000	5	"	"	1875
			5	"	"	1904	..	..	800,000	5	"	"	1877
			5	"	"	1904	..	..	2,035,800	5	"	"	1874
			5	"	"	1904	..	..	3,757,000	5	Jan. & July.	1877	107 1/2
			5	"	"	1904	..	..	22,186,000	5	"	"	1877
			5	"	"	1904	..	..	5,511,000	5	J. & J. O. A. & O.	69-91	47 1/2
			5	"	"	1904	..	..	3,569,045	5	"	"	92-98
			5	"	"	1904	..	..	3,200,000	5	Jan. & July.	1900	2 1/2
			5	"	"	1904	..	..	2,439,900	5	Jan. & July.	1898	39 1/2
			5	"	"	1904	..	..	1,284,317	5	Jan. & July.	1870	100
			5	"	"	1904	..	..	1,600,000	5	"	"	1875
			5	"	"	1904	..	..	4,095,309	5	"	"	1881
			5	"	"	1904	..	..	2,400,000	5	"	"	1886
			5	"	"	1904	..	..	369,975	5	May & Nov.	1871	...
			5	"	"	1904	..	..	94,015	5	Jan. & July.	1884	...
			5	"	"	1904	..	..	82,142	5	"	"	1874
			5	"	"	1904	..	..	2,797,910	5	Various.	Due.	...
			5	"	"	1904	..	..	1,642,128	5	Jan. & July.	1870	100
			5	"	"	1904	..	..	4,724,000	5	Various.	72-82	102 1/2
			5	"	"	1904	..	..	112,000	5	Jan. & July.	1882	...
			5	"	"	1904	..	..	400,000	5	April & Oct.	1879	103 1/2
			5	"	"	1904	..	..	4,907,150	5	Feb. & Aug.	1872	103 1/2
			5	"	"	1904	..	..	7,909,000	5	"	"	1877
			5	"	"	1904	..	..	9,273,050	5	"	"	1882
			5	"	"	1904	..	..	910,200	5	"	"	72-87
			5	"	"	1904	..	..	2,820,750	5	"	"	1871
			5	"	"	1904	..	..	30,500	5	April & Oct.	1871	100
			5	"	"	1904	..	..	1,157,000	5	Mar. & Sept.	1882	99
			5	"	"	1904	..	..	214,000	5	April & Oct.	1883	99
			5	"	"	1904	..	..	776,000	5	Jan. & July.	1893	99
			5	"	"	1904	..	..	881,000	5	Feb. & Aug.	1894	101 1/2
			5	"	"	1904	..	..	314,454	5	J. A. J. & O.	1870	...
			5	"	"	1904	..	..	484,445	5	"	"	1868
			5	"	"	1904	..	..	2,386,000	5	Jan. & July.	71-90	...
			5	"	"	1904	..	..	1,000,000	5	"	"	75-79
			5	"	"	1904	..	..	1,282,971	5	"	"	70-90
			5	"	"	1904	..	..	28,160	5	"	"	65 1/2
			5	"	"	1904	..	..	1,706,000	5	"	"	...
			5	"	"	1904	..	..	25,903,000	5	Jan. & July.	long.	64 1/2
			5	"	"	1904	..	..	2,172,000	5	"	"	Var.
			5	"	"	1904	..	..	4,677,950	5	"	"	63 1/2
			5	"	"	1904	..	..	1,026,000	5	June & Dec.	71-78	109
			5	"	"	1904	..	..	201,000	5	"	"	71-78
			5	"	"	1904	..	..	20,653,962	5	Jan. & July.	long.	66 1/2
			5	"	"	1904	..	..	10,963,000	5	"	"	...
			5	"	"	1904	..	..	2,331,500	5	"	"	...
			5	"	"	1904	..	..	2,880,801	5	"	"	1870
			5	"	"	1904	..	..	3,448,000	5	"	"	80-90
			5	"	"	1904	1,735,380	5	"	"	Var.
			5	"	"	1904	167,800	5	Jan. & July.	77-88	...

AMERICAN RAILROAD BOND LIST.

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Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.		
Adirondack:						
1st Mortgage.						
Albany and Susquehanna:	\$915,000	7	Jan. & July.	New York.	1886	
Albany City Loan.	1,000,000	7	Jan. & July.	New York.	1888	
2d Mortgage for \$2,000,000.	1,000,000	6	May & Nov.	"	1886	
3d Mortgage.	2,000,000	7	April & Oct.	"	1886	
Allegheny Valley:	175,000	7	May & Nov.	"	1889	
General Mortgage.						
1st Mortgage Eastern Ex.	3,785,000	7.3	Jan. & July.	New York.	1896	91
Bonds to State of Pennsylvania.	59,000					
Androscoquin:	3,500,000					
1st Mortgage.						
Atlantic and Great Western:	425,000	6	April & Oct.	Portland.	1890	
1st Mortgage (New York).						
1st Mortgage (Pennsylvania).		7*	April & Oct.	London.	1879	
1st Mortgage (Ohio).		7*	"	"	1877	
1st Mortgage (Franklin Branch).	6,900,000	7*	June & Dec.	New York.	1876	
1st Mortgage (Buffalo Extension).		7*	April & Oct.	London.	1882	
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	
2d Mortgage (New York).		7*	April & Oct.	New York.	1881	
2d Mortgage (Pennsylvania).	3,000,000	7*	Jan. & July.	London.	1882	
1st Consolidated Mortgage.	20,000,000	7*	April & Oct.	"	1883	
Income Mortgage.	7,000,000	6*	"	"	1885	
Atlantic and Gulf:	8,701,806	7*	"	"	1885	
1st Mortgage Consolidated.						
Atlantic and St. Lawrence:	2,000,000					
Portland City Loan (sfg fund).	1,500,000	6	Various.	New York.	1898	
2d Mortgage.	1,614,500	6	April & Oct.	B. & N. Y.	1886-70	
2d Mortgage, sterling.	885,500	6*	"	Portland.	1886	
2d Mortgage, sterling.	484,000	6*	May & Nov.	London.	1878	
Baltimore and Ohio:						
Loan of 1855.	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1855.	679,500	6	"	"	1880	95
Baltimore City Loan of 1855.	1,710,500	6	April & Oct.	"	1885	97
Northwestern Va. R. R. 2d Mort.	5,000,000	6	Jan. & July.	"	1890	
Northwestern Va. R. R. 3d Mort.	458,500	6	"	"	1873	
Bay de Noquet and Marquette:	140,000	6	"	"	1886	
1st Mortgage Income.						
Bellefontaine:	250,000	8	April & Oct.	New York.	1870-71	
1st Mortgage (B. and Ind. R.R.).	651,000	7	Jan. & July.	New York.	1870-90	
Bellefontaine and Snow Shoe:						
1st Mortgage.	99,000	6	Jan. & July.	Philadelphia.	1876	
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.).	1,000,000	6	June & Dec.	New York.	1877	
2d Mortgage (guar. by C. & A.).	500,000	6	March & Sept.	Princeton.	1886	84
3d Mortgage (guar. by C. & A.).	745,000	6	Feb. & Aug.	"	1887	
Blue Ridge, S. C.:						
1st Mortgage of \$2,500,000.		7	Jan. & July.	Charleston.	1898	
Boston and Albany:						
1st Mortgage.	2,051,520	5*	April & Oct.	London.	1876-71	
Boston, Clinton and Fitchburg.	798,000	6	Jan. & July.	Boston.	1884	
Boston, Concord and Montreal:	400,000	6	Jan. & July.	New York.	1865	94
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	Boston.	1870	99
2d Mort. conv. (1st M. on 22 1/2 m.).	100,000	6	Jan. & July.	New York.	1870	99
2d Mort. conv. (1st M. on 22 1/2 m.).	250,000	7	"	Boston.	1889	89
Sinking Fund Mortgage.	490,000	6	"	"	1884	85
Boston, Hartford and Erie:						
1st Mortgage (old).	600,000	7	March & Sept.	Boston.	1884	85
1st Mortgage (new) for \$20,000,000.		7	Jan. & July.	"	1889	24
Convertible bonds.						
Scrip certificates.	55,000	6	Jan. & July.	Boston.	1873	96
Wharf purchase bonds.	368,000	3	April & Oct.	"	1873	96
Buffalo, Bradford and Pittsburg:	200,000	6	"	"	1873	96
1st Mortgage.						
Buffalo, Corry and Pittsburg:	580,000	7	Jan. & July.	New York.	1886	
1st Mortgage (B. C. & P. of Pa.).						
1st Mort. (Buff. & O.C. Cross-cut).	100,000	7	Jan. & July.	Pittsburg.	18—	
Buffalo and Erie:	600,000	7	"	New York.	18—	
Co. bonds (Buff. and State Line).	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line).	100,000	7	May & Nov.	"	1873	96
Co. bonds (Buff. and State Line).	200,000	7	Jan. & July.	"	1873	96
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	"	1882	
Buffalo, New York and Erie:						
1st Mortgage.	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage.	350,000	7	May & Nov.	"	1872	83
Burlington, Cedar Rapids & Minn.:						
1st Mortgage.	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
1st Convertible bonds.	4,690,608	7	April & Oct.	New York.	1893	91
2d Convertible bonds.	600,000	7	Jan. & July.	"	1870	
3d Convertible bonds.	600,000	7	"	"	1875	
California Pacific:	958,548	8	"	"	1894	104
1st Mortgage, sinking fund.	2,250,000	7*	Jan. & July.	New York.	1889	
Camden and Amboy:						
1st Mortgage.	1,308,824	6*	Jan. & July.	London.	1880	
Loan for \$800,000.	2,000,000	6*	March & Sept.	"	1884	
Loan for \$875,000.	2,540	6	April & Oct.	New York.	1870	99
Loan for \$1,700,000.	675,000	6	"	"	1875	98
Loan for \$2,500,000.	1,700,000	6	Feb. & Aug.	"	1883	92
Consol. Mortgage for \$5,000,000.	866,000	6	June & Dec.	"	1889	91
Camden and Atlantic:	4,929,200	6	May & Nov.	"	1889	96
1st Mortgage.						
2d Mortgage.	490,000	7	Jan. & July.	Philadelphia.	1873	96
Camden and Burlington County:	500,000	7	April & Oct.	"	1880	
1st Mortgage of 1867 for \$350,000.	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
1st Mortgage.	125,000	6	Jan. & July.	Boston.	1870-73	
Catawissa:						
1st Mortgage.						
Cedar Falls and Minnesota:	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
1st Mort. (C. F. to Waver. 14 m.).	294,000	7	April & Oct.	New York.	1885	84
1st Mort. (W. to Minn. L. 67 m.).	1,407,000	7	Jan. & July.	"	1887	
Cedar Rapids and Missouri River:						
1st Mortgage.	7,600,000	7	April & Oct.	New York.	1916	86
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.).	1,600,000	6*	May & Nov.	New York.	1885	
2d Mortgage Government's subsidy.	1,600,000	6	Jan. & July.	"	1885-90	
Central of Georgia:						
1st Mortgage.	786,000	7	March & Sept.	Savannah.	1875	93
Central of New Jersey:						
2d Mortgage.	394,000	7	May & Nov.	New York.	1875	103
New Loan for \$5,000,000.	2,837,000	7	Feb. & Aug.	"	1890	100
Central Ohio:						
1st Mortgage.	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st Mortgage (on 72 1/2 m.) free.	26,010,000	6*	Jan. & July.	New York.	1885	95
2d Mortgage (paid by Cal.).	1,500,000	7*	"	"	1885	
Convertible bonds.	1,500,000	7*	"	"	1883	103
National Loan.	25,851,000	6	"	"	1885	
Charlotte and South Carolina:						
1st Mortgage for \$500,000.	334,000	7	Jan. & July.	New York.	1880	
Chesapeake and Darlington.						
1st Mortgage.	150,000	7	Jan. & July.	Charleston.	1870	
Chesapeake and Ohio (Va. Cent.).						
1st Mortgage for \$15,000,000.		6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds.	771,800	6	Jan. & July.	Boston.	1875-80	95
Chester Valley:						
1st Mortgage.	500,000	7	May & Nov.	Philadelphia.	1872	61
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	100
Income bonds (2d Mortgage).	2,883,000	7	Jan. & July.	"	1883	102
Chicago, Burlington and Quincy:	1,078,000	7	April & Oct.	"	1883	95
Trust Mortgage.	2,876,000	8	Jan. & July.	New York.	1883	111
2d Mortgage, convertible.	150,000	8	"	"	1883	
Company bonds.	941,000	4 1/2	July.	Frankfort.	1890	
Chicago, Cincinnati and Louisv.:	400,000	7	March & Sept.	New York.	1890	
1st Mortgage for \$1,000,000.						
Chicago and Great Eastern:	400,000	7*	Jan. & July.	New York.	1887	
Income.	400,000	7	April & Oct.	New York.	1896	
Chicago, Danville and Vincennes:	300,000	7	"	"	1896	41
1st Mortgage S. F.						
Chicago, Iowa and Nebraska:	2,500,000	7*	April & Oct.	New York.	1909	95
1st Mortgage.						
Chicago and Milwaukee (45 m's).	1,110,000	7	Jan. & July.	New York.	1881	
1st Mortgage (C. & N. W.).						
Chicago and Northwestern:	397,000	7	May & Nov.	New York.	1874	84
1st Mortgage.						
Chicago and St. Paul:	1,249,500	7	Feb. & Aug.	New York.	1885	98
1st Mortgage.	755,000	7	May & Nov.	"	1883	94
General 1st Mortgage.	2,592,500	7	Feb. & Aug.	"	1885	96
1st Mortgage, Appleton Ext.	184,000	7	"	"	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	"	"	1885	87
Equipment Bonds.	101,000	7	April & Oct.	"	1874	
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	
Elgin and State L. purchase b'ds.	138,000	6	"	"	1878	
Consolidated sinking fund bonds.	2,077,000	7	F. M. A. & N.	"	1915	59
Equipment Bonds.	825,000	10	May & Nov.	"	1870-71	
1st Mort. (Gal. & Chic. U. R. R.).	1,807,000	7	Feb. & Aug.	"	1882	100
2d Mort. (Gal. & Chic. U. R. R.).	985,000	7	May & Nov.	"	1875	95
1st Mortgage (Peninsula R.R.).	855,000	7	March & Sept.	"	1898	92
1st Mort. (Chi. & Mil. R. W. 65 m.).	1,120,000	7	Jan. & July.	"	1898	
Chicago, Kock Island and Pacific:	354,000	7	"	"	1888	
1st Mortgage (C. & R. I. R.R.).	1,397,000	7	Jan. & July.	New York.	1870	
1st Mort. (C. R. I. and P. R. R.).	7,376,000	7	"	"	1896	90
Chillicothe and Brunswick:						
1st Mortgage.	500,000	8	May & Nov.	New York.	1894	82
Cincinnati, Dayton and Eastern:						
1st Mortgage.	465,000	7	Feb. & Aug.	New York.	1896	
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid).	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage.	600,000	8	Jan. & July.	"	1885	
New Mortgage.	282,000	7	"	"	1877	
Cincinnati and Indiana:						
1st Mortgage.	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage.	2,000,000	7	Jan. & July.	"	1877-81	80
Cincinnati and Indianapolis June:						
1st Mortgage.	1,200,000	7	Jan. & July.	New York.	1888	
2d Mortgage (Newcastle Br.).	800,000	7	March & Sept.	"	1893	
Cincinnati and Martinsville:	250,000	7	June & Dec.	"	1884	
1st Mort. (guar. by I. C. & Laf.).						
Cincinnati, Richmond & Chicago:	400,000	7	Jan. & July.	New York.	1895	
2d Mortgage.	500,000	7	Jan. & July.	New York.	1895	
Cincinnati and Zanesville:	65,000	7	"	"	1889	
1st Mortgage.	1,300,000	7	May & Nov.	New York.	1893	
Cincinnati, Sandusky and Clev.:						
1st Mortgage.	1,051,861	7	June & Dec.	New York.	1890	52
Cleveland, Columbus and Cinc.:						
1st Mortgage.	350,000	7	June & Dec.	New York.	1880-80	96
Cleveland and Mahoning:						
1st Mortgage.	850,000	7	Feb. & Aug.	New York.	1873	
Hubbard Branch, 1st Mortgage.	687,000	8	March & Sept.	"	1876	
Cleveland and Pittsburg:	147,000	7	Jan. & July.	"	1881	
2d Mortgage (or 1st Extension).	790,500	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension).	1,365,000	7	May & Nov.	"	1875	97
4th Mortgage (or 3d Extension).	1,104,544	7	Jan. & July.	"	1892	82
Consol. S. F. Mort. \$5,000,000.	628,000	7	May & Nov.	"	1900	95

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	94	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	98 1/2
2d Mortgage.....	1,000,000	7	" "	" "	1880	93	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	95
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	93	3d Mortgage.....	6,000,000	7	" "	" "	1883	90
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	86
1st Mort. (June R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867	...	5th Mortgage.....	926,500	7	June & Dec.	" "	1888	82 1/2
1st Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	" "	1882	...	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	...
1st Mortgage S. F. (Clev. & Tol.)..	2,015,000	7	Jan. & July.	" "	1885	101	Sterling Loan £800,000.....	4,844,444	6*	March & Sept.	London.	1875	...
2d Mortgage (Clev. & Tol.).....	1,000,000	7	April & Oct.	" "	1886	...	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	...
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	...	2d Mortgage.....	700,000	7	April & Oct.	" "	1875	...
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	...
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	85	Evansville and Crawfordsville:						
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" "	1909	62	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	...
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	...
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	...	Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	...
Income Bonds.....	1,243,000	7	" "	" "	1881	...	Fall River, Warren & Providence:						
Columbus and Hocking Valley:							1st Mortgage.....	200,000	7	" & "	Providence.	18—	...
1st Mortgage.....	1,493,000	7	April & Oct.	New York.	1897	...	Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" & "	Princeton.	18—	...
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	...	Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" & "	New York.	18—	...
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	95	Galea & Chic. Union (C.N. & W.):						
Notes of '68 and '67, free.....	295,000	7	" "	" "	'76-'77	99	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	98 1/2
Connecticut River:							2d Mortgage.....	1,985,000	7	May & Nov.	" "	1875	95
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	100	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	70-'76	...
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	...
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	...	Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885	...	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	...
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	...
2d Mortgage.....	109,500	8	" "	" "	1904	...	2d Preference Bonds.....	7,355,988	5*	" "	" "	18—	...
Danbury and Norwalk:							3d Preference Stock.....	3,414,094	4*	" "	" "	18—	...
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	100	4th Preference Stock.....	25,592,860	4*	" "	" "	18—	...
Danv., Urbana, Blooming & Pekin:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	...
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	...	Postal and Military bonds.....	5,940,000	var	Feb. & Aug.	" "	18—	...
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881	...	Government Loan £573,688.....	2,782,387	6*	" & "	Ottawa.	.....	...
2d Mortgage.....	742,000	7	March & Sept.	" "	1884	...	Mortgage Bonds £615,200.....	2,983,720	6*	" & "	London.	'73-'76	...
3d Mortgage.....	600,000	7	April & Oct.	" "	1888	...	Mortgage Bonds £547,000.....	2,652,950	5*	" & "	" "	'77-'78	...
Dayton and Union:							Stock Debentures £46,700.....	226,500	5*	" & "	" "	irred.	...
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	...	Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	...	1st Mortgage (W. Div.).....	707,000	10	April & Oct.	New York.	1868	105
Income Bonds.....	252,445	6	" "	" "	1879	...	1st Mortgage (E. Div.).....	22,000	7	Feb. & Aug.	" "	1888	...
Dayton and Western:							1st Mortgage (General).....	2,500,000	7	" "	" "	1888	83
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	34
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905	...	Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	...
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	...	Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875	...	Land Mortgage.....	1,450,000	7	April & Oct.	New York.	1881	...
State Loan.....	170,000	6	" "	" "	1876	...	Convertible bonds.....	50,000	7	Jan. & July.	" "	1883	...
Extension Mortgage.....	100,000	6	" "	" "	1880	...	Eight per cent. Loan.....	1,834,000	8	" "	" "	1874	...
Delaware, Lackawann. & Western:							Ten per cent. Loan.....	904,000	10	" "	" "	1872	...
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	96	Mort bonds conv. tax free.....	1,200,000	8	" "	" "	1885	103 1/2
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	100	1st Mort. (Quincy and Palmyra).....	500,000	8	" & "	" "	18—	...
2d Mort. (General) for \$5,600,000.	1,633,000	7	March & Sept.	" "	1881	94 1/2	1st Mort. (Kan. City & Cameron).....	1,200,000	10	" & "	" "	1891	109
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	95
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	...	Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...	Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	" "	" "	1875	...	1st Mort. (R. Island 26.32 m.).....	461,000	7	Jan. & July.	Providence.	1876	...
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	...	1st Mort. (Connecticut 95.04 m.).....	1,674,500	7	" "	Hartford.	1876	...
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	...	Hempfield:						
Bonds of June 30, 1866, (cond.).....	1,861,639	6	" "	" "	1886	...	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	...
Detroit, Mon. & Tol. (M.S. & N.L.)							Houston:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	94 1/2	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	...
Detroit and Pontiac (Detr. & Mil.):							2d Mortgage.....	100,000	7	" "	" "	1885	...
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	...	Houston and Texas Central:						
2d Mortgage.....	150,000	7	April & Oct.	" "	1878	...	1st Mortgage (L.G.) sinking fund.....	2,600,000	7*	Jan. & July.	New York.	1891	...
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	...	Hudson River:						
Dubuque and Sioux City:							2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	New York.	1885	102 1/2
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	95	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
1st Mortgage (construction).....	690,000	7	" "	" "	1894	...	Huntington and Broad Top Mt.:						
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	...	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	93 1/2
Dubuque Southwestern:							2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	...
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	...	Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	27 1/2
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	...	Illinois Central:						
East Brandywine & Waynesburg:							Construction.....	3,187,500	7	April & Oct.	New York.	1875	106 1/2
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	...	Construction.....	332,000	6	" "	" "	1875	...
East Pennsylvania:							Redemption.....	2,500,500	6	" "	" "	1890	...
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	...	Redemption, sterling.....	2,500,000	6*	" "	London.	1875	...
East Tennessee and Georgia:							Illinois and Southern Iowa:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	...	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	...
Tennessee Loan (1866).....	430,277	6	" "	" "	1898	...	Indianapolis, Cin. and Lafayette:						
Mortgage (old).....	640,000	6	" "	" "	1880	...	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	52
Mortgage (new).....	136,400	7	" "	" "	1880	...	1st Mortgage (Ind. and Cin.).....	500,000	7	April & Oct.	" "	1888	...
East Tennessee and Virginia:							Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	...	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	...
Tennessee Loan (1866).....	600,000	6	" "	" "	1898	...	Indianapolis and Madison:						
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—	...	1st Mortgage.....	397,000	7	May & Nov.	New York.	1881	...
Eastern:							Iowa River:						
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-'72	...	1st Mortgage (Eldora R. R.).....	272,000	7	Jan. & July.	New York.	1888	...
2d Mortgage, (convert. sterling).....	420,000	5*	Jan. & July.	London.	1872	...	Jackson, Lansing and Saginaw:						
2d Mortgage, convertible.....	73,000	6	Feb. & Aug.	Boston.	1874	101 1/2	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96
1st Mortgage (Essex Railroad).....	214,000	6	Jan. & July.	" "	1876	96 1/2	Jeffersonville (J. M. & L.):						
Bonds of 1868.....	600,000	6	March & Sept.	" "	1889	90 1/2	2d Mortgage.....	345,000	7	April & Oct.	New York.	1875	...
Edgelyfield and Kentucky:							Jeffersonville, Madison & Indian:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	...	1st Mortgage.....	2,107,000	7	April & Oct.	New York.	1906	82
Elmira and Williamsport:							2d Mortgage.....	2,000,000	7	" "	" "	75	...
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	94	Joliet and Chicago:						
Income Bonds.....	870,000	5	April & Oct.	" "	1872	59 1/2	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	106
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Banger to Wina.).....	1,400,000	6*	Jan. & July.	London.	1886	...	1st Mortgage, guaranteed.....	800,000	5	Jan. & July.	New York.	1874	...

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	1st Mortgage for \$2,500,000.....	\$.....	8*	May & Nov.	New York.	1900	95
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	8*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	1,669,800	6	Jan. & July.	New York.	1891	....
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Income of '61, '62, '65 and '67..	388,900	8	May & Nov.	Mobile.	1867	....
Keokuk and St. Paul:							Liquidation (10 year) bonds.....	556,421	8	"	New York.	1876	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½	Interest bonds.....	697,900	8	"	Mobile.	1882	72
Knoxville and Charleston:							Montgomery and Bufala:						
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Ala..	129,000	8	March & Sept.	New York.	1886	....
Knoxville and Kentucky:							Montgomery and West Point:						
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	306,900	8	"	"	1876	....
Lackawanna and Bloomsburg:							Mortgage Bonds.....	719,500	8	"	"	1881	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Morris and Essex:						
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	103½
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	96½
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	Nashville and Chattanooga:						
Lake Erie and Louisville:							1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Tenn. State Loan.....	150,000	6	"	"	1892	....
Lawrence:							Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Nashville and Decatur:						
Lehigh and Lackawanna:							Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
Lehigh Valley:							2d Mortgage.....	500,000	6	"	"	1887	....
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100	Nashville and Northwestern:						
New Mortgage, free of taxes....	3,350,000	6	June & Dec.	"	1898	94½	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
1st Mortgage (Hazleton).....	134,500	6	April & Oct.	"	1872	94½	2d Mortgage.....	792,050	6	"	"	'71-'83	....
Little Miami:							Naugatuck:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	Newark and New York:						
Little Rock and Fort Smith:							1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
1st Mortgage for \$3,500,000.....	6*			Boston	....		Newburg & New York (Oct. 1, '88):						
Little Schuylkill:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100½	New Bedford and Taunton:						
Long Island:							1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	New Brunswick and Canada:						
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	1st Mortgage, Sterling \$220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	Newcastle and Beaver Valley:						
Louisville, Clinch. and Lexington:							1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85½	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
2d Mortgage.....	1,000,000	8	April & Oct.	"	1897	85	New Haven and Darby:						
Louisville and Frankfort:							1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	....	New Haven and Northampton:						
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
Louisville and Nashville:							1st Mort. (Hamp. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'69-'77	95	New Jersey:						
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	'70-'75	96	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	93
1st Mortgage, Bardonia Branch	27,500	7	Jan. & July.	"	'70-'75	96	New London Northern:						
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	'80-'85	92	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	92	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Louisville Loan, Lebanon Br....	225,000	6	May & Nov.	"	1886	....	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Louisville Loan, Leb. Br. Ext....	333,000	6	April & Oct.	"	1893	....	N. Orleans, Jackson & Gt. North..						
Consolid. 1st mort. for \$3,000,000	2,000,000	7	"	"	1898	89½	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	....
Louisville, N. Albany & Chicago.							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	....
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	N. Orleans, Opelousas & Gt. Wtn:						
Macon and Brunswick:							1st Mort. construction (80 m.)...	1,842,000	8	April & Oct.	New York.	1889	....
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	2d Mort. (F.) for \$1,000,000 (80m.)	8	Jan. & July.	"	1887	....
Mahanoy and Broad Mountain:							New York Central:						
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov.	New York.	1883	93
Maine Central:							Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	101
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	99	Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	"	1883	....
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	89
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for real estate.....	162,000	6	"	"	1883	86
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds and mortgages.....	22,800	7	various.	"	var.	....
Marietta and Cincinnati:							Convertible bonds.....	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage.....	2,454,242	7	Feb. & Aug.	Baltimore.	1891	92½	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	92
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	New York and Flushing:						
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	84	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Harlem:						
Memphis and Charleston:							1st Mortgage of 1883.....	3,000,000	7	May & Nov.	New York.	1873	104
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	91½
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1890	....	New York and New Haven:						
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	101
Memphis and Little Rock:							New York, Providence & Boston:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	96
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	Norfolk and Petersburg:						
Michigan Central:							1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	303,000	8	"	"	1877	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	"	1882	118½	North Eastern:						
Consol. Sinking Fund Mortgage	2,591,500	8	"	"	1882	118½	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	....
Michigan Southern & North. Ind.:							2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
1st Mortgage, Sinking Fund....	6,728,000	7	May & Nov.	New York.	1885	101½	2d Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage.....	2,693,000	7	Feb. & Aug.	"	1877	97½	1st Mortgage of 1865.....	4,000,000	7	April & Oct.	"	1888	59
Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876	94½	North Pennsylvania:						
Midlin and Centre County:							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	95½
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	Chattel Mortgage.....	360,000	10	April & Oct.	"	1887	113
Milwaukee & Chicago, (40 miles):							2d Mortgage.....	276,500	7	May & Nov.	"	18—	96
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	North Shore, North Shore						

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.
			When.	Where.							When.	Where.			
North Carolina:								Portland and Kennebec:							
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	90	....
New Loan for \$800,000.....		8		"	1887	....	Consolidated Bonds.....	300,000	6	"	"	1896	....	
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:								
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	102	....
Construction bonds.....	124,500	7	"	"	1877	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	"	1912	....
Steamboat mortgage.....	46,000	7	Feb. & Aug.	"	1870	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	"	1912	....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	"	1912	....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	"	1912	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	"	1912	....
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	"	1912	98
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	90	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	"	1912	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	"	1912	....
2d Mortgage, W. Div.....	550,000	7	"	"	1874	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	"	1912	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	"	1912	....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	89	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	"	1912	92
Consolidated Mort. sterling.....	83,420	...	"	London.	1898	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	"	1876	....
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	"	1876	....
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	83	Platteville and Sacramento:								
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....	
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	96	1st Mortgage.....	525,000	10	"	"	1894	....	
Company Bonds.....	455,000	6	April & Oct.	"	1875	97	Providence, Warren and Bristol:								
Company Bonds.....	1,888,000	7	Feb. & Aug.	"	1877	103	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....	
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	....	
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	83	Quincy and Toledo:								
2d Mort. (Charlottesville to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	75	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	83	....
3d Mort. " "	575,500	6	May & Nov.	Richmond.	1873	80	Raritan and Delaware Bay:								
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	82	1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....	
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	78	2d Mortgage.....	250,000	7	"	"	1888	....	
Va. State Loan.....	249,962	6	"	"	1887	....	Equipment Bonds, convertible..	296,000	7	"	"	1876	....	
Oswego Valley:							Reading and Columbia:								
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....	
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....	
1st Mort. guar. by R. W. & O..	350,000	7	May & Nov.	New York.	1916	....	Rensselaer and Saratoga:							
Income.....	200,000	8	Feb. & Aug.	"	1891	....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....	
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....	
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	76	....
2d Mortgage.....	375,000	7	"	"	1885	....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....	
Pacific of Mo.:							Richmond and Danville:								
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	....	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....	
St. Louis Loan.....	700,000	6	"	"	'71-'73	96	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	....	
1st (new) Mortgage.....	7,000,000	6	Feb. & Aug.	New York.	1888	97	Consolidated, coupon	1,298,000	6	May & Nov.	"	'75-'90	....	
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	77	....
1st Mortgage, Sterling.....	93,847	7	April & Oct.	London.	1875	....	Rich., Frederickburg & Potomac:							
2d Mortgage, Sterling.....	740,959	7	Feb. & Aug.	"	1872	....	Company Bonds, sterling.....	67,778	6	Jan. & July.	London.	1875	....	
General Mortgage, Sterling.....	2,899,330	7	April & Oct.	"	1897	....	Company Bonds, dollar	172,800	7	"	Richmond.	1875	....	
Paterson and Newark:							Richmond and Petersburg:								
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York	1888	....	Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....	
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....	
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	....	Richmond and York River:							
Peninsular (Michigan):							1st Mortgage.....	600,000	8	— & —	New York.	18—	....	
1st Mortgage for \$10,000 per m..	855,000	7	May & Nov.	N. Y. & Lond.	1899	95	Roanoke Valley (R. & Dan.):								
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....	
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101	Rockford, R. Island & St. Louis:								
2d Mort.	2,594,000	6	April & Oct.	"	1875	102	1st Mortgage, convertible, S.F. free	9,000,000	7	Feb. & Aug.	N. Y. & Lond.	1919	96	....
2d M. atg.	2,283,840	6	"	London.	1875	....	Rock Island and Peoria:							
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,384,000	7	— & —	New York	18—	....	
State lien on whole property.....	6,232,755	6	April & Oct.	Harrisburg.	1890	....	Rome, Watertown & Ogdensb.:							
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....	1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	92	....
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1880	....	
1st Mortgage guaranteed.....	2,697,000	7	June & Dec.	Philadelphia.	18—	94	1st Mort. (Potomac & Watert.)	511,500	7	June & Dec.	"	'69-'74	....	
Pensacola and Georgia:							Rutland and Burlington:								
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	200	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	55	....
2d Mortgage.....	255,000	8	"	"	18—	....	Sacramento Valley:							
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10	Jan. & July.	New York.	1875	....	
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10	Feb. & Aug.	Sacramento.	1881	....	
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:								
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107	....
Perkiomen.....	235,000	6	— & —	Philadelphia.	18—	76	1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	....	
Perth Amboy and Woodbridge:							2d Mortgage.....	500,000	7	— & —	"	1882	90	....
1st Mortgage, guaranteed.....	100,000	6	— & —	New York.	18—	....	St. Louis, Alton and Terre Haute:							
Philadelphia and Baltimore Cent:							1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	95	....
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....	
Philadelphia and Erie:							2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	54	....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	101	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	
1st Mortgage (General).....	5,000,000	6	"	"	1881	95	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	76	....
2d Mortgage.....	4,000,000	6	"	"	1901	85	St. Louis and Iron Mountain.								
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885	86	1st Mortgage for \$4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89	....
Philadelphia, Germant. & Norist.							St. Louis, Jacksonville & Chicago:								
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (\$15,000 per mile).	2,355,000	7	April & Oct.	New York.	1884	92	....
Philadelphia and Reading:							2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	....	
Bonds of 1870.....	2,625,000	7	Jan. & July.	Philadelphia.	1890	....	St. Louis and St. Joseph:							
Bonds of 1861.....	100,000	6	Jan. & July.	"	1871	....	1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	
Bonds of 1836-43-44-48 and 49..	2,497,900	6	"	"	1880	96	St. Louis, Vandalia & T. Haute:								
Bonds of 1857, convertible.....	143,500	6	"	"	1886	96	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....	
Bonds of 1836, Sterling.....	182,400	5	"	London.	1880	98	2d Mortgage, S. F., guaranteed ..	2,600,000	7	"	"	18—	....	
Bonds of 1836, Sterling, conv.....	288,000	7	"	"	'72-'77	....	St. Paul and Chicago:							
Bonds of 1868 for renewals.....	1,121,000	6	April & Oct.	"	1893	80	1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	....	
Mort. bonds of '68, clear of taxes	2,700,000	7	"	Philadelphia.	1893	106	St. Paul and Pacific 1st Division:								
Philadelphia and Trenton:							1st Mortgage (10 miles).....	120,000	8	March & Sept.	New York.	1892	....	
1st Mort. (Camden & Amboy) ..	200,000	6	May & Nov.	Philadelphia.	1868	....	1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....	
Philadelphia, Wilmington & Balt:							2d Mortgage and Land Grant...	1,300,000	7	June & Dec.	"	1892	....	
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	93	General Mort., atg. for \$780,000 ..		7	Jan. & July.	London.	18—	....	
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	94	General Mort., dol. for \$2,020,000		7	"	New York.	18—	....	
Bonds of 1867.....	945,000	6	"	"	1887	94	1st Mortgage for \$16,000 p. m... ..	100,000	7	Jan. & July.	New York.	1896	....	
Pittsburg, Cincinnati & St. Louis:							Salem and Lowell:								
1st Mortgage, guaranteed.....	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....	1st Mortgage.....	228,000	6	Feb. & Aug.	Boston.	1876	98	....
Pittsburg and Connelleville:							Sandusky, Mansfield and Newark:								
1st Mort. (Turtle Creek Div.) ..	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....	
1st Mort. (new) for \$4,000,000 ..		7	Jan. & July.	Baltimore.	1898	....	Funded Coupons	860,000	7	"	"	1875	....	
Port Huron and Lake Michigan:							Savannah and Charleston:								
1st Mortgage for \$10,000 p.m.	505,000	7	May & Nov.	N. Y. & Lond.	1899	91	1st Mortgage \$5,000 per mile....	500,000	7	Jan. & July.	New York.	1889	....	
Potomac and Watert. (R.W. & O.)							Schuykill and Susquehanna:								
1st Mortgage guaranteed.....	511,800	7	June & Dec.	New York.	'69-'74	....	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia	1873	....	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class ..	\$722,500	7	{ Apr. & Oct	Philadelphia.	1880	....
Belma and Meridian:							" " 2d class...	850,000	7	or	"	1880	....
1st Mortgage.....	79,873	....	— & —	"	....	....	" " 3d class...	154,000	7	Jan. & Jul.	"	1880	....
2d Mortgage.....	625,000	....	— & —	"	....	....	" " 4th class...	1,263,000	7		"	1880	....
3d Mortgage.....	665,000	....	— & —	"	....	....	Virginia and Tennessee:						
Belma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	83
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....	2d Mortgage.....	23,500	6	"	"	1883	72½
2d Mort. (Ala. and Tenn. River)	241,100	8	"	"	1884	....	3d Mortgage (Enlarged).....	990,000	6	"	"	1884	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887	....	Income Bonds.....	138,500	6	"	"	1885	....
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	"	"	1890	83½
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Warren:						
Sheboygan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	Warwick Valley:						
Sioux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1888	....	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	1st Mort. Land Grant, stg. conv.	1,000,000	7*	Jan. & July.	London.	1884	....
2d Mortgage.....	250,000	6	"	"	1876	....	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.):							1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	97
1st Mortgage, reconstruction ...	55,000	7	March & Sept.	New Haven.	1880	....	2d Mortgage, registered.....	1,000,000	8	April & Oct.	"	1878	....
outh Carolina:							West Jersey:						
Sterling Bonds £452,912½.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	91½
Sterling Bonds £59,051½.....	282,366	5*	"	Charleston.	'71-'85	....	Loan of 1896 for \$1,000,000.....	983,500	6	Jan. & July.	"	1896	....
Domestic Bonds.....	418,010	6	"	"	'73-'74	....	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	"	1899	98½
Domestic Bonds.....	565,500	7	April & Oct.	"	'69-'72	....	Western (Boston and Albany).						
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	....	Sterling Loans, £899,900.....	2,051,520	5*	April & Oct.	London.	'90-'92	....
South and North Alabama:							Dollar Bonds.....	798,000	6	"	Boston.	1875	101
1st Mort. (\$16,000 p.m.) endorsed	....	8	— & —	New York.	1889	....	Western Maryland:						
South Shore:							1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1890	90	1st Mortgage unendorsed.....	400,000	6	"	"	1890	78
South Side, Va.:							2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	92½
2d Mort. guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	'70-'75	....	2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	81
3d Mort. (for City Point R. R.) ..	175,000	0	"	"	'65-'68	....	New Preferred mortgage.....	600,000	6				....
4th Mortgage.....	317,000	6	"	"	'70-'72	....	Western Pacific:						
Consol. Mortgage.....	....	8	"	New York.	'84-'90	....	1st mortgage.....	2,735,000	6*	May & Nov.	New York.	1899	....
South Side, L. I.:							Government Lien.....	1,970,000	6				....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	89½	Western Pennsylvania:						
South Western:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	....	Western Union:						
South West Pacific:							1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1890	....
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	Whitehall and Plattsburg:						
Southern Minnesota:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
1st Mort. (10-20 yrs) \$20,000 p.m.	....	8	Jan. & July.	New York.	1888	....	Wicomco and Pocomoke:						
Springfield and Columbus:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilm., Charlotte & Rutherford:						
Staten Island:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	1st Mortgage guar. by State.....	....	8	"	"	1897	64½
Sterling Mountain:							Wilmington and Manchester:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Sullivan:							2d Mortgage, 2d pref.....	146,000	7	"	"	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	1st Mortgage, 3d pref.....	628,000	7	"	"	1886	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling.....	676,888	6*	Jan. & July.	London.	1881	....
Summit Branch:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	....
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86½	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	89½
Sussex:							York and Cumberland (N. Cent.)						
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	3d Mortgage.....	500,000	6	May & Nov.	Baltimore.	1877	....
Tioga:							CANAL BONDS.						
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	96	Chesapeake and Delaware:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage (E. Div.).....	1,000,000	7	June & Dec.	New York.	1894	83	Chesapeake and Ohio:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	82½	State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	70	Sterling, guaranteed.....	4,375,000	5*	"	London.	1890	....
Toledo, Wabash and Western:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	92½	Delaware Division:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	85
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	88	Delaware and Hudson:						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
Equip't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	80	1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
Consol. M. (T. W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	"	1907	83	Delaware and Raritan (See Cam						
Troy and Boston:							den and Amboy R. R.)						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Erie of Pennsylvania.						
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	Interest Bonds.....	161,960	7	"	"	18—	....
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	....	Lehigh Coal and Navigation:						
Troy Union:							1st Loan.....	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	2d Loan.....	5,606,100	6	"	"	1884	85
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	3d Loan.....	2,000,000	6	"	"	1897	91½
Union Pacific:							Gold Loan.....	200,000	6*	"	"	1894	....
1st Mortgage, free.....	27,287,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	83½	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	88½
1st Mortgage (Gov. subsidy).....	27,238,512	6	"	"	'95-'99	75½	Convertible Loan.....	1,496,879	6*	"	"	1877	80
Land Grant bonds for 10,000,000	9,556,000	7	April & Oct.	N.Y. & Boston	'87-'89	69½	Monongahela Navigation:						
Income bonds.....	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	....	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Union Pacific—Central Branch:							2d Mortgage.....	57,000	6	"	"	18—	....
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1885	....	Morris (and Banking):						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	83½
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	"	"	1876	76
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Boat Loan.....	232,087	6	"	"	1885	80
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	....	North Branch:						
2d Mortgage (Gov. subsidy).....	6,203,000	6	Jan. & July.	"	'95-'97	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896	....	Schuylkill Navigation:						
Land Grant Mort. for \$500,000 ..	361,000	7	March & Sept.	"	'71-'76	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
Income bonds \$100,000 p. m.....	4,375,350	7	June 1, '71.	"	1916	....	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	75½
Vermont Central:							Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	75
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1880	87½	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	"	Philadelphia.	1891	44	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	103	Coupon Bonds.....	1,250,000	6	"	Baltimore.	1878	48
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	"	"	1894	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	14
1st Mortgage.....	338,000	7	April & Oct.	New York.	1880	....	West Branch and Susquehanna:						
1st Mortgage.....	114,000	6	"	Boston.	1880	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
Mortgage.....	298,200	7	"	New York.	1889	....	Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	8

Dec. 31, 1899	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250	3251	3252	3253	3254	3255	3256	3257	3258	3259	32
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Value of Shares	Abstract of General Balance Sheet.															Operations.	Earnings.		Value of Shares						
	Property and Assets.					Liabilities.					Railroad Operated.						Trains Moved.			Freight.		Net.		Dividends.	
	Rolling Stock.		Companies.			Railroad.		Stocks.		Bonds.		Accounts.		Surplus Income.			M.			Tons.		Gross.		Par.	
Year ending.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	Freight.	Car.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	M.	M.	Number.	Tons.	Gross.	Net.	Dividends.	Par.			
Sept. 30, 1899	68.0	3.4	1	177.0	11.0	1	Spartanburg and Union, South Carolina.	1,340,882	31	3,274,000	82,284	654,000	1,000,000	1,000,000	12.0	634	634	634	634	634	634	634			
Oct. 31, 1899	68.0	3.4	1	177.0	11.0	1	Springfield, Mt. Vernon & Pitts., Ohio.	1,850,000	6	1,850,000	1,850,000	1,850,000	1,850,000	1,850,000	12.0	1,850,000	1,850,000	1,850,000	1,850,000	1,850,000	1,850,000	1,850,000			
Nov. 30, 1899	14.0	1.0	1	1.0	1.0	1	Staten Island, New York.	392,579	1	392,579	392,579	392,579	392,579	392,579	12.0	392,579	392,579	392,579	392,579	392,579	392,579	392,579			
Dec. 31, 1899	14.0	1.0	1	1.0	1.0	1	Sterling Mountain, New York.	602,468	1	602,468	602,468	602,468	602,468	602,468	12.0	602,468	602,468	602,468	602,468	602,468	602,468	602,468			
Jan. 31, 1899	21.0	1.0	1	1.0	1.0	1	Stockbridge and Pittsfield, Mass.	444,000	4	444,000	444,000	444,000	444,000	444,000	12.0	444,000	444,000	444,000	444,000	444,000	444,000	444,000			
Feb. 28, 1899	13.0	0.9	1	0.9	0.9	1	Stony Brook, Massachusetts.	267,000	2	267,000	267,000	267,000	267,000	267,000	12.0	267,000	267,000	267,000	267,000	267,000	267,000	267,000			
Mar. 31, 1899	12.0	0.9	1	0.9	0.9	1	Sullivan and Erie, Pennsylvania.	600,000	3	600,000	600,000	600,000	600,000	600,000	12.0	600,000	600,000	600,000	600,000	600,000	600,000	600,000			
Apr. 30, 1899	12.0	0.9	1	0.9	0.9	1	Sussex, New Jersey.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
May 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Jun. 30, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Jul. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Aug. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Sept. 30, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Oct. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Nov. 30, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Dec. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Jan. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Feb. 28, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Mar. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Apr. 30, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
May 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Jun. 30, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Jul. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Aug. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Sept. 30, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Oct. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Nov. 30, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Dec. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Jan. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Feb. 28, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Mar. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Apr. 30, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
May 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Jun. 30, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Jul. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Aug. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Sept. 30, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Oct. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Nov. 30, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,000	400,000	400,000	400,000	400,000	400,000	400,000			
Dec. 31, 1899	12.0	0.9	1	0.9	0.9	1	Syracuse, Binghamton and N. York, N. Y.	400,000	2	400,000	400,000	400,000	400,000	400,000	12.0	400,0									

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

Years ending.	Length equiv. single track.	Horses and Drivers.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount out- standing.	Inter- est Rate.	Pay- able.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.						
Sept. 30, '89	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	100	100	100	Albany: 1st Mortgage.....	40,000	7	J. & J.	18	...	
Sept. 30, '90	0.96			Albany st. Freight (B'ton).Mass.	47,765	75,000		1,136	2,654	567	100	100	100	Bleeker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & J.	1872	...	
Oct. 31, '89	3.41	11	4	Allentown.....Pa.	27,739	30,314		11,900	9,089	2,372	100	100	100	Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J. & J.	1881	...	
Dec. 31, '88	31.00	479	73	Baltimore City.....Md.	1,762,725	900,000	694,000	23,300	480,046	83,267	100	100	100	Broadway and 7th Avenue: 1st Mortgage.....	500,000	7	J. & D.	1884	...	
Sept. 30, '89	22.00	400	50	Bleeker st. & F.F. (N.Y.C.)N.Y.	110,000	110,000			334,093	83,267	100	100	100	Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J.	18	...	
Sept. 30, '90	3.36			Boston and Chelsea.....Mass.	41,000	41,000			4,400	4,004	100	100	100	Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1882	...	
Sept. 30, '90	2.75			Boston & West Roxbury.Mass.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J. & J.	1876	...	
Sept. 30, '90	10.76	185	46	Broadway (Brooklyn).....N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	32,733	4.0	100	100	Brooklyn, Prosp. P. & Flatb.: 1st Mortgage.....	278,000	7	M. & N.	1878	...	
Sept. 30, '90	16.00	775	103	B'way & 7th Av.(N.Y.C.)N.Y.	179,789	100,000	80,000		30,153	Loss.	100	100	100	Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J. & J.	18	...	
Sept. 30, '90	7.00	28		Brooklyn, Bath & Coney I.N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,496	12.0	100	100	Buffalo street: 1st Mortgage.....	316,500	7	J. & D.	1881	...	
Sept. 30, '90	12.00	1321	271	Brooklyn City.....N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	100	100	100	Cambridge (Boston): 1st Mortgage.....	150,000	6	J. & J.	1883	92	
Sept. 30, '90	11.00	178	37	Brooklyn City & Newtown.N.Y.	537,944	261,400	278,000		72,720	6,718	100	100	100	Central Park, N. & E. River: 1st Mortgage.....	626,000	7	J. & J.	1874	...	
Sept. 30, '90	19.25	22	8	B'klyn. Prosp. P. & Flatb.N.Y.	327,661	56,300	316,500	6,457	190,428	19,957	100	100	100	Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J. & J.	1870	...	
Sept. 30, '90	4.50			B'klyn Flatb. & Coney Isl.N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	100	100	100	Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J. & J.	1873	...	
Sept. 30, '90	15.21	180	51	Buffalo street.....N.Y.	734,671	727,800	150,000	74			9.0	100	100	D. Dock, E. Bdw. & Battery: 1st Mortgage.....	700,000	7	J. & J.	18	...	
Sept. 30, '90	11.50	87	13	Bushwick (Brooklyn).....N.Y.	29,714	21,130	6,000		18,254	3,229	7.0	100	100	Eight Avenue (N. Y.): 1st Mortgage.....	203,000	7	J. & J.	18	...	
Sept. 30, '90	27.43	20	4	Cambridge (Boston).....Mass.	1,627,023	1,068,400	626,000	76,052	885,447	200,354	12.0	100	100	42d st. & G'd. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J. & J.	1873	...	
Sept. 30, '90	1.76			Central City (Syracuse).....N.Y.	32,915	18,550	17,272		12,444	2,749	50	9	100	Frankford and Southwark: 1st Mortgage.....	198,000	7	J. & J.	1877	...	
Sept. 30, '90	30.00	731	125	Cent. P., N. & E.R. (N.Y.C.)N.Y.	179,636	192,750			10,403	456	100	100	100	Germantown: 1st Mortgage.....	250,000	7	J. & J.	1879	...	
Oct. 31, '89	8.43	200	32	Citizens' (10th & 11th sts.)Ph.Pa.	1,052,479	748,000	290,000		376,903	112,240	10.0	100	100	Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J. & J.	1878	80	
Oct. 31, '89	9.06	139	26	Citizens' (Pittsburg).....Pa.	762,441	491,750	198,000		308,138	61,719	6.0	50	49	Grand st. & Newtown: 1st Mortgage.....	30,000	7	J. & J.	18	...	
Sept. 30, '89	14.83	212	16	Coney Island (Brooklyn).....N.Y.	59,053	42,500	12,700	2,000	12,598	645	100	100	100	Grand st. & Newtown: 1st Mortgage.....	130,000	7	J. & J.	1877	...	
Sept. 30, '89	22.79	808	107	Dry Dock, E.B. & B. (N.Y.C.)N.Y.	562,270	307,545	350,000		348,021	123,495	19.0	50	15	30	Hast. Br., Morris' & Fordh.: 1st Mortgage.....	25,900	7	J. & J.	1874	85
Sept. 30, '89	3.50			Dunkirk and Fredonia.....N.Y.	173,657	170,000			136,885	35,507	10.0	50	17	45	Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M. & N.	1878	...
Oct. 31, '89	1.64	12	3	Easton and St. Easton.....Pa.	75,000	125,000	190,000		37,890	10,205	100	100	100	Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J. & J.	1883	78	
Sept. 30, '89	19.00	851	157	Eighth Avenue (N.Y. City)N.Y.	200,000	170,000	30,000		82,068	7,093	100	100	100	Lynn and Boston: 1st Mortgage.....	60,000	7	J. & J.	1886	74	
Oct. 31, '89	2.26	18	4	Erle City.....Conn.	239,746	150,000	100,000		176,078	39,959	7.0	50	15	43	Malden and Melrose: 1st Mortgage.....	46,872	6	A. & O.	1880	...
Sept. 30, '89	9.63	50	42	5th Ward (Syracuse).....N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	100	100	100	Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J. & J.	1878	...	
Oct. 31, '89	16.36	273	45	Frankford & Southwark(Ph.)Pa.	60,111	41,995	9,950	1,955	7,280	222	25	24	24	Middlesex (Boston): 1st Mortgage.....	100,000	6	J. & D.	1884	81	
Sept. 30, '89	3.25	22	5	Genesee & Water st. (Syr.)N.Y.	180,000	180,000					100	100	100	Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J. & J.	1876	...	
Oct. 31, '89	34.25	369	59	Germantown (Phila.).....Pa.	470,619	306,390	164,400	1,500	283,927	63,060	24	50	7	17	Orange and Newark: 1st Mort. Broad street.....	100,000	6	J. & J.	1880	...
Oct. 31, '89	5.40	135	25	Girard College (Phila.).....Pa.	161,535	106,700	74,000	9,272			100	100	100	1st Mort. O. & N. R. R.: 2d Mort. O. & N. R. R.: Philadelphia City: 1st Mortgage.....	200,000	6	J. & J.	1881	80	
Sept. 30, '89	8.0	90	15	Grand st. F. & Middle Vil. N.Y.	77,494	75,000			22,390	2,405	100	100	100	Philadelphia and Darby: 1st Mortgage.....	57,000	7	J. & J.	1887	...	
Sept. 30, '89	5.50	90	15	Gr'd st. & Newtown (Bkn)N.Y.	118,892	90,000	62,500	11,462	75,378	6,258	25	104	25	12	Pittab. Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M. & N.	1878	...
Oct. 31, '89	5.09	198	33	Green and Coates st. (Phila.)Pa.	49,180	55,530			26,181	2,431	100	100	100	Quincy: Plain bonds.....	66,424	6	var.	var.	...	
Sept. 30, '89	10.00	107	22	Harlm. Br. Morr. & F'dham.N.Y.	276,221	200,000	50,000	51,137	136,719	Loss.	100	100	100	Ridge Av. & Manayunk: 1st Mortgage.....	48,300	7	J. & J.	1880	...	
Oct. 31, '89	2.14	11	6	Harrisburg City.....Pa.	60,246	200,000	45,872		16,740	Loss.	100	100	100	1st Mortgage.....	15,000	6	J. & J.	1880	...	
Dec. 31, '89	9.00	19	6	Hartford & Wethersfield. Conn.	191,834	191,500			1,144		100	100	100	Salem: 1st Mortgage.....	56,000	6	J. & J.	18	...	
Oct. 31, '89	14.10	339	56	Heboken, Mant. & F'mount (Ph.)Pa.	36,000	21,000	4,000		1,120		100	100	100	Second Avenue (N. Y.): 1st Mortgage.....	1,000,000	7	J. & J.	1875	...	
Dec. 31, '88	2.50			Hoboken and Weehawken.N.J.	42,206	50,000			23,375	6,299	100	100	100	1st Mortgage.....	500,000	7	J. & J.	...	...
Sept. 30, '88	10.47			Hudson Av. (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	100	100	100	Troy and Lansingburg: 1st Mortgage.....	100,000	7	A. & O.	1870	...	
Dec. 31, '88	10.47			Jersey City & Bergen Point.N.J.	1,624,594	1,250,000	297,271	685,308	99,519	10.0	100	100	100	Union (Boston): Real estate mortgages.....	108,000	6	var.	var.	...	
Sept. 30, '88	3.56	27	13	Kingston and Rondout.....N.Y.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	62	Utica, Clinton & Bingham: 1st Mortgage.....	200,000	7	J. & J.	1887	...
Oct. 31, '88	5.20	117	17	Lombard and South st. (Ph.)Pa.	474,198	797,320	167,000		110,179	3,330	100	100	100	Watervliet: 1st Mortgage.....	151,000	7	J. & J.	1883	...	
Sept. 30, '88	3.82	239	35	Lowell Horse.....Mass.	300,000	300,000		3,853	9,393	Loss.	100	100	100	West Hoboken: 1st Mortgage.....	61,000	7	M. & N.	1878	...	
Sept. 30, '88	1.75			Lynn and Boston.....Mass.	24,012	25,000	8,000	3,193	1,920	1,920	100	100	100	West Philadelphia: 1st Mortgage.....	100,000	7	J. & D.	1876	...	
Sept. 30, '88	3.41			Malden and Melrose (Bkn)Mass.	118,892	59,600	17,000	50,163	47,781	8,462	50	50	50	Worcester: 1st Mortgage.....	20,000	6	A. & O.	1874	...	
Sept. 30, '88	0.91			Marginal Freight (Boston).Mass.	800,000	300,000	500,000		169,098	29,747	100	100	100							
Sept. 30, '88	3.07			Medford & Charlestown (Bkn)Mass.	100,000	100,000					100	100	100							
Sept.																				

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

(COMPANIES.)	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic & St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	...
Berkshire, * guaranteed.	600,000	7	7	...
Blossburg and Corning, * guar.	250,000	6	6	...
Boston, Concord and Montreal, pref.	1,840,000	6	6	75
Buffalo, N. York and Erie, * guar.	960,000	7	7	74
Camden and Atlantic, pref.	753,695	7	7	...
Catawissa, * pref. and guar.	2,200,000	7	7	80
Cayuga and Susquehanna, * guar.	589,110	9	9	...
Cedar Rapids & Missouri, * preferred and guaranteed.	755,000	7	7	...
Central Ohio, preferred.	400,000	7	7	29
Chemung, * guar.	380,000	8	8	...
Cheshire, preferred.	2,017,815	7	3	88
Chicago and Alton, pref.	2,425,400	7	10	116
Chicago, Iowa and Nebraska, * guar.	2,600,000	10	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	92
Cleveland and Mahoning, * guar.	2,056,000	7	7	...
Cleveland and Toledo, * † guar.	6,250,000	3	3	...
Coelecho, preferred.	177,760	8	8	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114
" " 2d pref.	242,000	8	8	...
Delaware, * guaranteed.	594,261	6	6	...
Detroit & Milwaukee, * preferred and guaranteed.	1,600,000	6	6	...
Dubuque and Sioux City, * preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.), * guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua, * guaranteed.	500,000	5	5	...
Elmira and Williamsport, * guar.	500,000	5	5	...
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	7	81
Erie, preferred.	8,586,910	7	7	44
Evansville and Crawfordsville, pref.	100,000	7	7	...
Hannibal and St. Joseph, pref.	5,078,224	7	7	100
Harrisburg and Lancaster, * guar.	1,182,560	7	7	...
Houston, preferred.	1,180,000	8	4	105
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3	...
Joliet and Chicago, * guar.	1,500,000	7	7	...
Joliet and Northern Indiana, * guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	7	...
Leeds and Farmington, * guar.	...	6	6	...
Little Schuylkill, * guar.	2,646,100	7	7	...
Louisville, Cincinnati and Lexington, preferred.	948,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,586,135	6	26	...
" " 2d pref.	4,051,744	6	0	...
Manchester and Lawrence, * guar.	1,000,000	10	10	...
Michigan Southern, guaranteed.	586,800	10	10	...
Mill Creek and Mine Hill, * guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred.	9,744,268	7	7	77
Mine Hill and Schuylkill Haven, * guaranteed.	3,775,000	8	8	...
Mount Carbon & Ft. Carbon, * guar.	282,250	12	12	...
New Haven and Northampton, * guar.	1,344,000	2	2	...
New York and Harlem, pref.	1,500,000	8	8	134
Niagara Bridge and Canandaigua, * guar.	1,000,000	6	6	...
North Eastern (S. C.) preferred.	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	76
Paterson and Hudson, * guar.	630,000	8	8	...
Paterson and Ramapo, * guar.	248,000	5	5	...
Peoria and Bureau Valley, * guar.	1,200,000	6	6	...
Philadelphia and Erie, * guar.	5,996,700	10	10	...
Philadelphia and Reading, * guar.	1,551,800	10	10	...
Philadelphia and Trenton, * guar.	1,099,120	10	10	...
Pittsfield and North Adams, * guar.	450,000	6	6	...
Port. & Kennebec (Yarmouth) guar.	292,400	6	6	...
Portland, Sag. & Portsmouth, * guar.	1,500,000	6	6	...
Portsmouth and Concord, * guar.	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...
Rochester and Genesee Valley, * guar.	557,500	7	7	...
Rutland, preferred.	...	7	7	84
St. Louis, Alton and T. H., pref.	2,040,000	7	7	87
Sandusky and Cincinnati, pref.	445,596	6	6	38
Schuylkill Valley, * guar.	576,000	5	5	...
Shamokin Valley & Pottsville, * guar.	899,450	5	5	...
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	...
" " (E. D.) pref.	1,700,000	7	7	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	75
Troy and Greenbush, * guar.	274,000	7	7	...
Vermont and Canada, * guar.	2,500,000	8	8	...
Warren, * guar.	1,408,300	7	7	...
White Mountains, * guar.	200,000	5	5	...
Wright, York & Gettysburg, * pref.	317,580	2	2	...
CANAL STOCKS:				
Delaware Division, * guar.	1,633,330	8	8	...
Morris, preferred.	1,175,000	10	10	83
Schuylkill Navigation, pref.	2,888,997	6	6	83
Union, preferred.	...	2	2	...
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	...	6	6	...
Mariposa Mining, pref.	\$774,400	7	7	10

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1..... per ton 31 @ 34 —
Pig, American, No. 1..... 34 @ 36 —
Pig, American, No. 2..... 32 @ 34 —
Pig, American, Forge..... 31 @ 32 —
Bar, Refined, English and American..... 75 @ 75 —
Bar, Sweden, assorted sizes..... (gold) 85 @ 100 —

STORE PRICES.

Bar, Sweden, ordinary sizes..... 100 @ 115 —
Bar, Refined..... 77 50 @ —
Bar, Common..... 85 @ —
Scroll..... 100 @ 120 —
Ovals and Half-round..... 97 50 @ 105 —
Band..... 95 @ 95 —
Horse Shoes..... 95 @ —
Rods, 1½ to 16 inch..... 82 50 @ 120 —
Hoop..... 100 @ 140 —
Nail Rod..... per lb. — @ — 6
Sheet, Russia, as to No.'s..... (gold) 104 @ 11 —
Sheet, Single D. and T. Common..... 44 @ 6 —
Rails, English..... (gold) per ton 54 50 @ 59 —
Rails, American, at Works in Penna. c'y. 70 @ 72 —
Anvils, (Ragle)..... per lb. currency. — 8 @ —STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices).
English, Cast, (2d and 1st quality)..... per lb. — 15 @ — 18
English Spring (2d and 1st quality)..... — 7 @ — 10
English Blister (2d and 1st quality)..... — 10 @ — 17
English Machinery..... — 11 1/2 @ — 14
English German (2d and 1st quality)..... — 13 @ — 15
American Blister "Black Diamond"..... — 12 @ — 12
American, Cast, Tool, do..... — 16 @ — 17
American, Spring, do..... — 9 @ — 11
American Machinery do..... — 12 @ — 12
American German do..... — 9 @ — 12NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash).
Cut, 10d. @ 60d..... per 100 lb 4 40 @ —
Cut Spikes, all sizes..... 4 50 @ —
Cinch..... 5 90 @ 5 —
Horse Shoe, Forged (No. 10 to 5)..... per lb. — 22 @ — 30
Copper..... — 20 @ — 37TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.
Banca..... (gold) per lb. — 38 1/2 @ —
Straits..... (gold) — 32 1/2 @ — 33
English..... (gold) — 32 1/2 @ — 32 1/2
Plates—Fair to good brands..... Gold..... Currency.....
I. C. Charcoal..... per box 8 62 1/2 @ 9 — 10 @ 10 50
I. C. Coke..... 7 37 1/2 @ 7 75 8 37 1/2 @ 8 75
Coke Terne..... 6 23 @ 7 25 7 25 @ 8 25
Charcoal Terne..... 7 87 1/2 @ 8 25 9 @ 9 50PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.
Crude, 40 @ 48 gravity (in bulk), per gall. — 14 1/2 @ —
Crude, 40 @ 47 gravity (in shipping order) — 12 @ — 19
Refined, Standard White (in ship's order) — 24 @ — 24 1/2
Refined, prime White (in shipping order) — 24 @ — 25 1/2
Refined, S. W. (in jobbing lots) — 26 @ — 32
Refined, S. W. (in tin) — 30 @ — 32
Naptha, Refined, (65 @ 73 gravity)..... — 9 1/2 @ —
Residuum..... per bbl. 4 @ —GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.
American Window. (Single Thick.)

SIZES.	1st.				(Old List.)			
	A.	B.	C.	D.	A.	B.	C.	D.
6 by 8 to 7 by 9	7 75	7 00	6 50	6 00	7 75	7 00	6 50	6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50	22 00	20 00	17 00	14 50
Above.....	25 00	25 00	20 00	16 00	25 00	25 00	20 00	16 00

(The above subject to a discount of 55 @ 60 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, Aug. 20th.)

SIZES.	1st.				(Old List.)			
	A.	B.	C.	D.	A.	B.	C.	D.
6 by 8 to 8 by 10	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
8 by 11 to 10 by 15	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
11 by 14 to 12 by 18	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
14 by 16 to 16 by 24	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
18 by 22 to 18 by 30	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
20 by 28 to 24 by 30	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
26 by 29 to 24 by 36	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
26 by 34 to 24 by 40	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
28 by 38 to 28 by 44	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
28 by 46 to 30 by 48	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
30 by 50 to 32 by 52	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
32 by 54 to 34 by 56	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
34 by 58 to 34 by 60	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
36 by 60 to 34 by 60	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2

(Subject to a discount of 55 @ 60 per cent.)

English sells at 40 @ 50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15.
Canton Co.....	75	77	78	78	78	78
Central Pacific 6s.....	95	95	95	95	95	95
Central of N. Jersey.....	106	106	106	106	106	106
Chicago & Alton.....	114	114	114	114	113	113
.. pref.....	102	102	102	102	102	102
.. 1 M.....	102	102	102	102	102	102
.. S. F.....	102	102	102	102	102	102
.. Inc. bds.....	102	102	102	102	102	102
Chicago, Burl. & Q.....	88, 1883	110	110	111	111	111
Chic. & Northwestern.....	79	80	80	79	79	79
.. pref.....	93	93	93	93	92	92
.. 1st M.....	93	93	93	93	92	92
.. S. F.....	93	93	93	95	92	92
.. Consol.....	89	89	89	89	89	89
Chic. Rock Isl. & Pac.....	111	112	112	111	111	111
Chl., B. I. & Pa. 7s, 1896 99	99	99	99	99	99	99
Clev., Col., C. and Ind.....	84	84	84	84	84	84
Clev. and Pittsburgh.....	115	116	116	117	116	116
.. 2 M.....	99	99	99	99	99	99
.. 3 M.....	82	82	82	82	82	82
.. 4 M.....	82	82	82	82	82	82
Clev. and Toledo.....	21	21	21	21	21	21
.. S. F. 7s.....	21	21	21	21	21	21
Col., Chl., & Ind. C.....	20	21	21	21	21	21
.. 1 M.....	85	85	85	85	85	85
.. 2 M.....	62	62	62	62	62	62
Cumberland Coal pref.....	116	116	116	116	116	116
Del. & Hudson Canal.....	106	106	106	106	106	106
Del. Lack. & Western.....	106	106	106	106	106	106
.. 1 M 7s.....	94	94	94	94	94	94
Dubuque & Sioux City.....	85	85	85	85	85	85
Erie Railway.....	21	21	21	20	20	20
.. pref.....	45	45	44	44	44	44
.. 1 M 7s, 1897.....	90	90	90	90	90	90
.. 2 M 7s, 1879.....	90	90	90	90	90	90
.. 3 M 7s, 1883.....	90	90	90	90	90	90
.. 4 M 7s, 1880.....	90	90	90	90	90	90
.. 6 M 7s, 1888.....	90	90	90	90	90	90
Great Western 2d mort.....	83	83	83	83	83	83
Hannibal & St. Joseph.....	93	93	92	91	90	87
.. pref.....	102	101	102	102	102	100
Hudson River.....	102	102	102	102	102	102
.. 2 M S. F.....	102	102	102	102	102	102
.. 3 M 7s, 1875.....	83	83	83	83	83	83
Illinois Central.....	135	135	135	134	134	134
.. bonds.....	135	135	135	134	134	134
Lake Shore & Mich. S'th.....	97	98	98	97	97	97
Lake Shore Div. bonds.....	95	98	98	97	97	97
Marietta & Cin. 1st pref.....	26	26	26	26	26	26
.. 2d pref.....	9	9	9	9	9	9
Michigan Central.....	118	117	118	118	118	118
.. S. F. 8s, 1882.....	118	117	118	118	118	118
.. conv. 8s, '76.....	118	118	118	118	118	118
M. S. and N. I. M. S. F. 101	101	101	101	101	101	101
.. 2 M.....	98	98	97	97	97	97
Mariposa Mining Co.....	6	6	6	6	6	6
.. pref.....	10	10	10	10	10	10
.. Tr. 10s c'ts.....	10	10	10	10	10	10
Milw. and St. Paul.....	54	55	55	54	55	54
.. pref.....	76	77	77	76	76	76
.. 1st mort.....	76	77	77	76	76	76
.. 2d mort.....	76	77	77	76	76	76
.. 8s.....	104	104	104	104	104	104
.. 7 3-10s con.....	95	95	95	95	95	95
Missouri 6s.....	90	91	91	91	92	92
.. H. & St. J. iss.....	90	91	91	91	90	91
Morris and Essex.....	89	89	89	89	89	89
.. 1st mort.....	89	89	89	89	89	89
.. 2d mort.....	96	96	96	96	96	96
New York Central.....	101	101	101	101	101	101
.. 7s, S. F. 1876.....	101	101	101	101	101	101
.. 7s, conv. '76.....	93	93	93	93	93	93
.. 6s, S. F. 1883 93	93	93	93	93	93	93
.. 6s, S. F. 1887.....	93	93	93	93	93	93
N. Y. Cen. & Hud. Riv. 97	98	98	98	97	97	97
.. certificates.....	93	93	93	93	93	94
N. York and Harlem.....	127	129	130	130	131	129
.. pref.....	127	129	130	130	131	129
.. 1 M 7s, 1873.....	103	103	103	103	104	104
N. Carolina 6s, old.....	48	47	47	47	47	47
.. new.....	27	26	26	26	26	26
Ohio and Miss.....	43	44	44	49	48	48
.. pref.....	75	76	76	77	76	76
.. 1st M.....	75	76	76	77	76	76
Pacific Mail S. S. Co.....	44	43	42	42	43	43
Panama.....	74	73	73	73	73	73
Phila. and Reading.....	101	102	102	102	101	101
Pitta., Ft. W. & Chi. g'd.....	97	98	97	97	97	97
.. 1 M.....	98	98	98	98	98	98
.. 2 M.....	98	98	98	98	98	98
.. 3 M.....	98	98	98	98	98	98
Quicksilver Mining Co.....	14	15	14	14	14	14
St. L., Alton & T. H.....	30	30	30	30	30	30
.. pref.....	96	96	96	96	96	96
.. 1 M.....	96	96	96	96	96	96
.. 2 M pref.....	84	84	84	84	84	84
.. Income bds.....	76	76	76	76	76	76
Tennessee 6s, old.....	64	64	64	64	63	63
.. new.....	64	64	64	64	64	63
Tol., Wab. & Western.....	54	55	54	54	54	54
.. pref.....	75	75	75	75	75	75
.. 1 M.....	75	75	75	75	75	75
.. 2 M.....	75	75	75	75	75	75
.. Equipment.....	80	80	80	80	80	80
Union Pacific.....	27	27	25	26	27	27
.. 1st mort.....	83	83	83	83	83	83
.. L. Ct. 7s.....	74	73	73	73	76	76
.. Inc. 10s.....	69	68	67	68	69	69
Virginia 6s, old.....	67	67	68	68	67	67
.. new.....	67	67	68	68	67	67

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 15.

Th.9. F.10. Sat.11. M.12. Tu.14. W.15.

FEDERAL STOCKS:—					
U. S. 6s, 1874, reg.	108	108	108	108	108
U. S. 6s, 1874, coup.	109	109	109	109	109
U. S. 6s, 10-40s, reg.	109	109	109	109	109
U. S. 6s, 1881, reg.	115	115	115	115	115
U. S. 6s, 1881, coup.	115	115	115	115	115
U. S. 6s, '81, O.W.L.y.	115	115	115	115	115
U. S. 6s, 1881, reg.	115	115	115	115	115
U. S. 6s, 5-20s, reg.	112	112	112	112	112
U. S. 6s, 5-20s, c. 1862	112	112	112	112	112
U. S. 6s, 5-20s, reg. '64	111	111	111	111	111
U. S. 6s, 5-20s, c. 1864	111	111	111	111	111
U. S. 6s, 5-20s, reg. '65	112	112	112	112	112
U. S. 6s, 5-20s, c. 1865	112	112	112	112	112
U. S. 6s, 5-20s, r. n. '65	111	111	111	111	111
U. S. 6s, 5-20s, c. n. '65	111	111	111	111	111
U. S. 6s, 5-20s, reg. '67	111	111	111	111	111
U. S. 6s, 5-20s, c. 1867	111	111	111	111	111
U. S. 6s, 5-20s, reg. '68	111	111	111	111	111
U. S. 6s, 5-20s, c. '68	111	111	111	111	111
U. S. 6s, Pac.R.R. issue	114	114	114	114	114

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 14.

W.8. Th.9. F.10. Sat.11. M.12. Tu.14.

Catawissa					
preferred	40	40	40	40	40
Camden and Amboy	110	110	110	110	110
6s, 1876	110	110	110	110	110
6s, 1883	110	110	110	110	110
6s, 1889	110	110	110	110	110
mort. 6s, '89	96	96	96	96	96
Elmira & Williamsport	28	28	28	28	28
7s	35	35	35	35	35
Lehigh Navigation	35	35	35	35	35
6s, 1884	85	85	85	85	85
Gold L.	88	88	88	88	88
R. R. L.	91	91	91	91	91
Conv. L.	91	91	91	91	91
Lehigh Valley R.R.	60	60	60	60	60
6s new coup.	94	94	94	94	94
6s new reg.	96	96	96	96	96
Little Schuylkill R.R.	44	44	44	44	44
7s	51	51	51	51	51
Minehill	51	51	51	51	51
Morris Canal	34	34	34	34	34
pref.	46	46	46	46	46
1st mort.	46	46	46	46	46
North Pennsylvania	46	46	46	46	46
6s, 1880	96	96	96	96	96
7s	96	96	96	96	96
10s, 1887	40	40	40	40	40
Northern Central	61	61	61	61	61
Pennsylvania R.R.	61	61	61	61	61
1st M.	101	101	101	101	101
2d M.	101	101	101	101	101
Gen. mort.	101	101	101	101	101
reg.	103	103	103	103	103
Penn. State, 6s, 1st series	103	103	103	103	103
6s, 2d series	105	105	105	105	105
6s, 3d series	105	105	105	105	105
6s, W.L.	101	101	101	101	101
Philadelphia City, 6s	101	101	101	101	101
new	101	101	101	101	101
Philad. Germ. & Nor.	82	82	82	82	82
Phila. & Reading	50	50	50	50	50
7s, 1893	106	106	106	106	106
Philadelphia and Erie	27	27	27	27	27
6s	87	87	87	87	87
7s	87	87	87	87	87
Schuylkill Navigation	8	8	8	8	8
pref.	10	10	10	10	10
6s, 1882	75	75	75	75	75
6s, 1876	75	75	75	75	75
6s, 1872	75	75	75	75	75
Susq. Canal	17	17	17	17	17
6s, 1878	14	14	14	14	14
Union Canal, pref.	14	14	14	14	14
6s, 1878	14	14	14	14	14
Hestonville, (Horse)	17	17	17	17	17
Chestnut & Wal.	17	17	17	17	17
Green & Coates	56	56	56	56	56
2d and 3d streets	25	25	25	25	25
Spruce and Pine	24	24	24	24	24
13th and 15th sts.	24	24	24	24	24

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 14.

W.8. Th.9. F.10. Sat.11. M.12. Tu.14.

Baltimore City 6s, 1875	98	98	98	98	98
1886	98	98	98	98	98
1890	97	97	97	97	97
1884	101	101	101	101	101
1900	90	90	90	90	90
Balt and Ohio	138	138	138	138	138
bonds, 1875	97	97	97	97	97
1880	97	97	97	97	97
1885	97	97	97	97	97
Marietta & Cin. 1st M.	92	92	92	92	92
2d M.	92	92	92	92	92
Northern Central	40	40	40	40	40
bonds, 1885	89	89	89	89	89
1900	89	89	89	89	89
N. W. Va. 1st mort.	20	20	20	20	20
2d mort.	20	20	20	20	20
3d mort.	20	20	20	20	20
City Passenger R.R.	20	20	20	20	20

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 15.

Th.9. F.10. Sat.11. M.12. Tu.14. W.15.

Boston and Albany	155	155	155	155	155
Boston and Lowell	155	155	155	155	155
Boston and Maine	155	155	155	155	155
Boston and Providence	155	155	155	155	155
Boston, Hartford & Erie	1	1	1	1	1
7s, new	28	28	28	28	28
Cheshire, pref.	88	88	88	88	88
Concord	77	77	77	77	77
Connecticut River	147	147	147	147	147
Eastern	121	121	121	121	121
Fitchburg	137	137	137	137	137
Manchester & Law'ree	117	117	117	117	117
Michigan Central	117	117	117	117	117
Northern, N. H.	114	114	114	114	114
Ogdens & Lake Cham	88	88	88	88	88
pref.	108	108	108	108	108
Old Colony & Newport	98	98	98	98	98
Ph. Wil. & Baltimore	51	51	51	51	51
Port'd, Saco & Ports	120	120	120	120	120
Union Pacific	26	26	26	26	26
" 6s	82	82	82	82	82
" Land Grant 7s	71	71	71	71	71
" Income 10s	70	70	70	70	70
Vermont & Canada	104	104	104	104	104
Vermont & Mass.	104	104	104	104	104
South Boston (Horse)	104	104	104	104	104
Cambridge	104	104	104	104	104
Metropolitan	104	104	104	104	104
Middlesex	104	104	104	104	104
Central Mining Co.	104	104	104	104	104
Copper Falls	8	8	8	8	8
Franklin	104	104	104	104	104
Huron	104	104	104	104	104
Isle Royale	104	104	104	104	104
National	104	104	104	104	104
Pewabic	104	104	104	104	104
Pittsburg	104	104	104	104	104
Quincy	26	26	26	26	26

London Stock Exchange.

Closing Prices.

Feb. 24. Feb. 17.

All. & Gt. West. N. Y. sec. 7 per ct	68	72	68	72
1st mort., 1880	68	72	68	72
Do. do., 2d mort., 1881	68	72	68	72
Do. Penn., 1st mort., 1877	68	72	68	72
Do. do., 2d mort., 1882	68	72	68	72
Do. Consol. 7 per cent. mort. 1890	29	30	29	30
Detroit and Milwaukee 1st mort. 7s	66	68	66	68
Do. 2d mort. 8 p. c.	68	70	68	70
Erie shares 100 dol. all paid	68	70	68	70
Do. sterig. 6 p. c. convertible bonds	64	66	64	66
Do. 3d mort. 7 p. c. 1883	109	110	109	110
Illinois Central, 6 per cent., 1875	109	110	109	110
Do. Redemption mort. bonds 6 p. c.	101	103	101	103
Do. 7 per cent., 1875	101	103	101	103
Do. 100 dol. shares, all paid	109	110	109	110
Marietta and Cin. R.R. bonds 7 p. c.	93	95	93	95
New York Central, 100 dol. shares	93	95	93	95
Penn. R.R. bonds, 2d mort. 6 per ct.	98	100	98	100
Do. General mort. 6 p. c. 1910	90	91	90	91
Do. 50 shares	40	51	40	51
Philadelphia and Erie 1st mort. 1881	95	97	95	97
Do. with option to be paid in Phila.	95	97	95	97

American Railroad Journal.

Saturday, March 18, 1871.

Stock Exchange and Money Market.

Money has been moderately active, but, with a free offering of funds, both on bank and on private account, rates have been quoted without material change, having been from 3@5, generally 4@5 per cent. on call, and 6@7 per cent. per annum, in the best time engagements for street purposes, as well as on the more marketable grades of commercial paper. The city banks, last week, added nearly 6½ millions to their loan and discount averages, less, it was believed, through local advances to mercantile borrowers, than by free discounts of Southern and Western bills on New York received through the country bank correspondents of some of the larger banking institutions. They increased their deposit line nearly five millions, partly by the proceeds of the new loans and discounts. They reported a loss of over half a million of specie, and nearly a million of legal tender notes. The banks now hold \$15,420,147 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking act. The U. S.

Sub Treasury at this port, last week, reduced its currency reserve, \$1,301,584, and increased its coin balance \$395,640. The receipts of the office were \$4,172,481, in coin, and \$3,874,281 in currency; payments \$3,776,841 in coin, and \$5,175,772 in currency. The office received \$3,466,000 in coin or its equivalent, from customs; and disbursed \$532,687 of coin interest.

Under the Treasury programme for March, Government will sell Treasury Coin, as follows: Thursday, March 16, \$1,000,000; Thursday, March 23, \$2,000,000; Thursday, March 30, \$1,000,000. And buy in, two millions of Bonds on each Wednesday of the month, the Department reserving to itself the usual privileges.

The specie reserve of the city banks according to the latest return is \$23,769,176, against \$33,399,135 same time last year. The city bank deposits are now \$229,924,584, against \$209,881,225 week ending March 12, 1870. The legal tender reserve amounts to \$57,045,884, against \$53,302,004 same time last year. The circulation now stands at \$21,655,071, against \$33,825,739 same time last year. The loans are now \$289,353,394, against \$268,140,603 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$108,023,601 a day, against a daily average of \$111,238,555 the preceding week. The current week's exchanges average about 108¼ millions a day. The city banks, last week reported a loss of \$563,031 of specie, a gain of \$4,865,010 of deposits, and a loss of \$973,884 of legal tender notes. They increased their loans \$6,721,508; and reduced their circulation, \$5,211.

National Bank notes to the amount of \$664,320 were issued last week by the Treasury Department. Deducting from the grand total issue to 1800 banks the currency returned, including worn out notes, amounting to \$39,748,682, the existing 1,653 banks, (with an aggregate capital of \$435,356,084,) retain an actual circulation of \$310,661,758. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$353,780,350; and for the public deposits, \$15,811,500—making a total of \$369,591,850. The Treasury Department last week redeemed and destroyed \$633,341 of worn and mutilated fractional currency, and issued \$327,475 of new.

The coin reserve of the Treasury Department on Thursday morning was \$101,800,000, including \$28,100,000 represented by outstanding coin certificates; and the currency balance was \$16,700,000.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of \$9,074,683 in currency, and \$65,870,906 in coin, against a balance a week previous of \$8,002,100 currency, and \$65,493,582 coin.

There has not been much spirit apparent in the Gold speculation, and the range of the price has been from 111½ to 111¾, closing on Wednesday at 111¾ against 111½ the preceding Wednesday. The main inquiry for actual "cash" Gold has been for Custom House purposes, this drain having averaged over half a million a day. The export demand was less urgent, notwithstanding the increasing firmness in the foreign exchanges. The shipments last week were \$554,584; and on

Wednesday of this week, \$1,094,000; and on Thursday, \$100,000.

The U. S. Sub-Treasurer retired, last week, \$3,067,483 of coin certificates, received for customs.

The Government revenues, last week, were liberal in the line of customs, and moderate in the excise form. The Excises yielded about two millions. The customs at the port of New York, last week were \$3,408,483; and at the outports, equal to about \$1,100,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been about 106 millions.

The Gold Exchange Bank clearances on Thursday of last week were \$43,058,000; on Monday of this week \$17,512,000, the extremes since our last. On Wednesday they amounted to 30½ millions.

The export drain was \$954,584 last week, against 775,685, same week preceding year. The shipments since July 1, 1870, have been \$51,046,354, against \$22,603,338 same time in 1869-'70.

The customs demand for Gold last week, averaged \$577,667 a day; thus far, this week, it has averaged \$562,000 a day, or equal to a weekly aggregate of \$3,372,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$3,458, and since Jan. 1, 1871, \$2,710,973, against \$3,496,795 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been \$101,597,970, against \$91,703,902 same time in 1869-'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, \$65,647,905 against \$66,092,292 same time in 1869-'70.

Foreign Exchange has shown more firmness, on a rather livelier inquiry for prime bills, which have been offered less freely. Bankers' sixty day bills on London closed on Wednesday at 109¾@109¾; sight bills on London, 110½@110½.

The produce exports from this port, week ending with March 7th, were to the currency value of \$6,264,325.

Government securities have been less active, but with comparatively moderate offerings of bonds of all issues, prices have been fairly supported. The subscriptions to the new refunding Five per cent. Loan, thus far reported, amount to about 12 millions.

On Wednesday, Government bought in two millions of Five-Twenties at 109 55@109 59, ex-interest. The amount of bonds offered was \$7,323,500.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115½@115½; U. S. Five-Twenties of 1862, 112½@112½; U. S. Five-Twenties of 1864 at 112@112½; U. S. Five-Twenties of 1865, 112@112½; U. S. Five-twenties of 1865 consolidated, 110½@111; U. S. Five-Twenties of 1867, 110½@111½; U. S. Five-twenties of 1868, 111@111½; U. S. Ten-forties at 108½@108½ ex-coupon; U. S. Six per cent. currency bonds, 113¾@114.

State bonds have been in less confident demand, at less buoyant prices.

Railway bonds have been in good request at generally firm prices. Central Pacific Sixes have been selling freely, closing at 95¾@96. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in fair request, for investment purposes, at 90 per cent. and ac-

crued interest. Union Pacific Sixes closed at 88½@88½.

Railway and miscellaneous share property has been less active, and more variable as to values, closing heavily and irregularly. Union Pacific stock closed at 27¼@27¾; Ohio and Mississippi at 48¾@48¾. Western Union Telegraph at 56¾@56¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 1.	March 8.	March 15.
Consols	91½	91½	91½
U. S. 5-20's of 1862...	91½	92½	92½
U. S. 5-20's, 1865....	91½	91½	91½
" 1867	90¾	90¾	90¾
" 10-40s	88¾	89½	88¾
Erie	19	19	18½
Ill. Central	109½	109½	110½
At. and Gt. West.	—	30	30½

General business has shown a fair degree of activity in the line of foreign imports at fairly supported prices, as a rule. In domestic produce, the movements have been on a moderate scale, with rather more firmness noted in Breadstuffs, Provisions, and Cotton. Naval Stores and Petroleum have favored buyers, under freer offerings. Middling upland cotton closed on Wednesday at 14½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,057,248 bales, against 2,221,607 bales same time last year; exports 1,963,771 bales, against 1,823,636 bales same time last year; stock at the ports, at latest dates, 702,344 bales, against 531,597 bales same date 1870.

At the Live Stock markets, Beeves have been plenty and slow of sale at 9@15½c.; Veal Calves in fair request, at 5@11c.; Sheep, dull, at 4½@9c., and Swine, at 7¼@7½c. per lb., all live weight. Milch cows, quiet at \$40@100, each. The week's receipts were 5,200 Beeves, 54 Cows, 1,147 Veal Calves, 18,969 Sheep and Lambs, and 14,529 Hogs.

Ocean freights have been less active and quoted easier. For Liverpool, cotton at ¼@¾d. by sail and ¾@¾d. by steam, per lb.; flour at 2s.@2s. 3d. by sail, and 2s. 6d.@2s. 9d. by steam, per bbl.; grain at 5@5½d. by sail, and 6d. by steam, per bushel; and heavy goods at 15s.@27s. 6d. by sail, and 25s.@40s. by steam, per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new Jan. and July, 65½; do., April and Oct., 69; Arkansas 7s, issued to L. R. and Ft. S. R. R., 58; do. M., O. and R. R. R. R., 48; Georgia 7s, gold, 93½; North Carolina 6s, Special Tax, 20; do. Fund Act, 1866, 36; Michigan 6s, 1879, 99; N. Y. State 7s, Bounty Loan reg., 107¾; Alabama 8s, 100¼; Louisiana 6s, old, 69; do. new, 62; do. 6s, Levee bonds, 73¾; do. 8s, Levee bonds, 88; Morris and Essex const. bonds, 90; Albany and Susq. 2d mort., 93; Great Western 1st mort., 1888, 88; Ohio and Mississippi consol. bonds, 89½; North Missouri 1st mort., 83½; do. 2d mort., 59; Hannibal and St. Joseph 8s conv., 103; Milwaukee and St. Paul 1st mort., Iowa Div., 87½; Pacific 7s, guar. by Mo., 96½; Toledo and Warbash 1st mort., St. L. Div., 80½; Cedar Falls and Minnesota 1st mort., 84; Central of New Jersey new bonds, 100¾; Toledo, Peoria and Warsaw 1st mort., W.D., 83½; St. Louis and Iron Mountain R. R., 49½; do. 1st mort., 89½; New Jersey R. R., 118¾; New York and New Haven R. R., 148; Long Island R. R., 60;

Am. Dock and Imp. 7s, 96; Long Dock bonds, 86; American Coal, 40; Consol. Coal of Md., 83¾; Maryland Coal, 35; Spring Mt. Coal, 43; Pennsylvania Coal 220; Cumberland Coal and Iron, 34; Quicksilver pref., 20½; Western Union Telegraph, 56½; Brunswick City Land, 8; Wells-Fargo Exp., 43; U. S. Exp., 48½; Am. Mer. Union Exp., 47¾; Adams Exp., 69½; Central Gold, 0.10; Consol. Gregory gold, 0.45; Grass Valley gold, 0.25; Smith and Parmalee gold, 0.45.

Philadelphia.—Philadelphia and Reading debenture bonds, 80; do., 6s, 1844-'80, 96; Pennsylvania General mort. reg., 94; Belvidere Delaware 2d mort., 85½; Lehigh Nav. conv. loan, 80; Pennsylvania and New York Canal, 7s, 94; West Jersey R. R. 6s, 91½; Sunbury and Erie 7s, 101½; Warren and Franklin 7s, 87; Delaware Division Canal, 45½; Fifth and Sixth streets R. R., 42; Oil Creek and Allegheny River R. R., 48¾; do. 7s, 83½; New York and Middle Coal Fields, 5¼; Fulton Coal, 5½; Dazell oil, 0.44; Allegheny County 5s, 78. The latest quotations are: City 6s, 101¼@101½; do. free of tax, 101¼@101¼; State 5s, coupon, 103@103; do. 6s, W.L., 103@—; do. 1st series, 103½@103¾; do. 2d series, 105@105¼; do. 3d series, 107@108; Reading, 51@51; do. 7s, 1893, 106@106; do. mort. 6s, 1880, 96@96; Camden and Amboy, 116¼@116¾; do. mort. 6s, 1889, 95½@96; do. 1883, 93¾@93½; do. 1889, 93½@—; Pennsylvania R. R., 61¾@61½; do. 1st mort., 101@101¼; do. 2d mort., 102½@103; do. Gen'l mort. coupon, 92@92½; do. reg., 94@95; Little Schuylkill R. R., 44@44½; Morris Canal, 33@39; do. pref., 84@86; do. 6s, 86@88; do. scrip 7s, 70@75; Susquehanna Canal, 5@8; do., 6s, 46½@50; Schuylkill Nav., 8¾@8½; do. pref., 16¾@17; do. 6s, 1882, 75@76; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 93¾@94¼; do. 5s, 62@—; Lehigh Coal and Navigation, 35@35½; do. 6s, 1884, 85¾@85¾; do. R. R. Loan, 91@91¾; do. Gold Loan, 88¾@89; North Pennsylvania, 46@46½; do., 6s, 98@98½; do., 7s, 95@96; do. Chatte 10s, 114@—; Philadelphia and Erie, 27@27½; do., 6s, 94½@95¼; Minehill, 51¼@51½; Catawissa, 12@15; do. pref., 40¾@40¾; Lehigh Valley, 60¾@60¾; do. 6s, 96¼@96¼; do. 7s, reg., 99¾@—; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 55@56; Thirteenth and Fifteenth, 23@23¾; Spruce and Pine, 25½@25½; Green and Coates 43@46; Chestnut and Walnut, 46@46½; Hestonville, 16¾@17½; Union, 52@—; Germantown, 30@30½.

Boston.—Maine Central R. R. 6s, gold, 99; Ft. Wayne, Jackson and Saginaw 8s, 90; Vermont Central and Vermont and Canada 8s, 1877, 103; Old Colony and Newport 7s, 1877, 103; do., 6s, 96; Connecticut and Passumpsic Rivers pref., 91½; do., 7s, 1876, 99; Kansas and Cameron R. R., 10s, 1892, 109; Boston and Lowell R. R. 6s, 1879, 98¾; Vermont Central 1st mort., 87¼; do. 2d mort., 44; Maryland and Delaware R. R. 6s, 1885, 59¾; Cedar Rapids and Missouri R. R. 7s, 1891, 87¾; do., 1916, 86½; Philadelphia, Wilmington and Baltimore 6s, 1887, reg., 94; Stanstead, Shefford and Chambly 7s, 1887, 88¾; Dixon, Peoria and Hannibal 8s, 96½; Illinois Grand Trunk 8s, 99; Missisquoi 7s, 86; Hannibal and St. Joseph 8s, conv., 103¼; Michigan Central 8s, 1890, 108; Burlington and Missouri River R. R. 8s, in Nebraska, 96½; Ogdensburg and Lake

Champlain 8s, 1879, 102½; Sullivan and Erie 1st mort. 7s, 1886, 75; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 101½; do., 2d mort., 102; Leavenworth, Lawrence and Galveston 10s, 101½; Ottawa, Oswego and Fox River Valley 8s, 95¾; Rutland R. R., 43½; pref., 84½; do., 8s, 1880, 100¾; Norwich and Worcester, 112¾; Portsmouth, Gt. Falls and Conway R. R., 111¾; Indianapolis and Cincinnati R. R., 7¾; Cincinnati, Sandusky and Cleveland R. R., 25; Eastern (N.H.) R. R., 113½; Cape Cod R. R. 71½; Berkshire R. R., 80¼; Boston Water Power Co., 82½; Cary Imp., Co., 10½; New Hampshire 6s, 1871, 101½; Maine 6s, 1889, 100½; Connecticut 6s, 99; Massachusetts 6s, 1876, gold, 106½; Cincinnati 7-30s, 105; Salem 5s, gold, 99¾; Albany 6s, 1892, 95; do. 1896, 90; Portland 6s, 1888, 95¼; do., 1892, 97; St. Louis 6s, 1887, 88; do. 1877, 92; Minneapolis 8s, 1910, 95; Chicago 7s, 1884, 99½; Bangor 6s, 90; Brooklyn 6s, 1881, 91¾; St. Paul 6s, 1898, 71¾; Hartford 6s, 1881, 97¾; Boston 6s, currency, 101¾; Astor Mining Co., 15c; Hancock. 1¾; Calumet, 160; Allouez 1¾; Humboldt, 40c.

Baltimore.—Maryland Defense bonds, 104; Virginia 6s, old, reg., 53; do., coupon, 65; do., 6s, 1866, reg., 65½; Virginia and Tennessee 8s, 83½; Orange and Alexandria 3d mort. 86; Orange, Alex. and Manassas bonds, 78¾; Richmond and Danville 7s, 77½; Central Ohio R. R. 29¼; Baltimore Copper, 1¾. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91@91½; Baltimore and Ohio, 137@140; do. 6s, 1875, 94¼@95; do. 1880, 94@95; do. 1885, 96½@97; Northern Central, 40¼@40½; do. 6s, 1885, 92½@93; do. 1900, 89¼@89¾; do. 6s, 1900, gold, 91¼@92; N. W. Va. 1st mort., 96@98; do. 2d mort., 96½@97½; do. 3d mort., 1885, 88@—; Marietta and Cincinnati 7s, 1892, 92@93¾; do. 2d mort., 83½@84; Central Ohio, 29¼@29¾; do. 1st mort., 85@86; Western Md. 1st mort. 6s, 1890, 76@80; do. guar. by Baltimore City, 90@96; do. 2d mort. guar., 90@95; do. 2d mort. pref., 60@62; do. 6s, guar. by Washington Co., 81@82½; Richmond and Danville bonds, 76¾@78½; Orange and Alexandria 1st mort. 6s, 86@88; do. 2d mort. 6s, 75@77; do. 3d mort. 8s, 85@86; do. 4th mort. 8s, 76@78; Orange, Alex. and Manassas 7s, 78¾@79¼; Virginia and Tennessee 8s, 83½@84; do. 6s 1st mort., 80@—; do. 6s, 2d mort., 72¾@72¾; Baltimore 6s, 1875, 98½@98¾; do. 1884, 96@97; do., 1886, 96@96½; do. 1890, 95@95½; do. 1893, 96½@98; do., 1900, 96@96½; do. 6s, 1888-70, 81@82½; Memphis City 6s, 55@55½; Maryland Defense Loan, 1883, 104@104; City Passenger R. R., 20@20½; George's Creek Coal, 61@65.

THE TREASURY DEPARTMENT,
STATE OF ARKANSAS,
LITTLE ROCK, March 1, 1871.

The Semi-annual Interest, due April 1, 1871, on Arkansas State Seven per cent. bonds, will be paid on and after that date, at the Union Trust Company, No. 73 Broadway, New York.

HENRY PAGE, State Treasurer.

The Columbus and Circleville (Ohio) R.R. Co. has lately been reorganized to build a road from Columbus south, about twenty-five miles, to Circleville, in Pickaway county, on the Cincinnati and Louisville Railroad. The capital stock is \$500,000.

Jacksonville, Pensacola and Mobile R. R.

We learn that this road, is to be pushed, at once from the Apalachicola River, westward to its terminus at Mobile. In reference to this, a Tallahassee paper says: "The Jacksonville, Pensacola and Mobile Railroad will not pause at the Apalachicola, for, beyond that river, on through to Pensacola and Mobile, is a field from which, with its connections at Mobile, reaching into the interior of Alabama, and on to New Orleans, the road will derive enormous accessions to its prosperity. There is no part of Florida which will be more benefitted by such an enterprise, or which gives greater promise of remunerative return for the outlay of the necessary capital, than the eight counties west of the Apalachicola River, constituting what is known as West Florida, which embraces about 10,000 square miles of territory, containing nearly one-fifth of the entire population, and paying fully one-fifth of the resources of the State."

Fairbanks' Scales.

A Fairbank's Patent Iron Frame Railroad Track Scale, with a platform 123 feet long and 150 tons capacity, was built at Pachertown, Pa., on the Lehigh Valley Railroad, in 1868. The scale has been in constant use since that time. The Superintendent reports that, in the year 1870, cars loaded with coal were weighed amounting in the aggregate, including the cars, to 4,690,058 gross tons; or, deducting the cars, 2,810,020 gross tons of coal. This would require 281,002 cars of ten tons each, and in three hundred working days of ten hours each, it would give but thirty-eight seconds of time for weighing each car. To accomplish this enormous work, the scale is placed in an incline plane, down which the cars are run without an engine. The trains are "broken up" into sections of from three to six cars each, and allowed to pass over the scale at the rate of four or five miles per hour. The weight of the train is ascertained, while thus in motion, by means of a patent beam located at the end of the scale—the weigh-master is not required to handle any weight. The train is "made up" and the engine attached after it passes the scale. After the scale had been subjected to this severe use, a "test car," loaded with sealed weights, was run on, and the scale was found to be in perfect order, and ready for another year's service without repairs. —*St. Johnsbury Caledonian.*

The earnings of the Union Pacific railroad in February, 1871, were \$305,769; and the expenses, \$168,772 95—leaving the net earnings \$137,596 05. In February, 1870, the earnings were \$500,139 42, the expenses, \$449,838 67, and the net earnings, \$50,300 75—showing a decrease in earnings of \$194,370 42, with a decrease in expenses of \$281,665 72—making the increase in net earnings, \$87,295 30.

The earnings of the Central Pacific Railroad in February, 1871, were \$481,085; in February, 1870, \$394,176—increase, \$86,909. For the first two months of 1871 the earnings were \$1,017,583; and for the first two months of 1870, \$807,280—an increase of \$310,303.

The Baraboo Air-Line Railroad Company has been consolidated with or absorbed by the Chicago and Northwestern Railroad Company. Work on the new road, through the Baraboo Valley, is pushing forward with renewed vigor.

RAILROAD BONDS.—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

NEW LOAN OF THE UNITED STATES. IMPORTANT CIRCULAR.

TREASURY DEPARTMENT,
WASHINGTON, Feb. 28, 1871.

Public notice is hereby given, that books will be opened on the 6th day of March next in this country and in Europe, for subscriptions to the National Loan, under the Act approved July 14, 1870, entitled "An Act to authorize the Refunding of the National Debt," and the Act in amendment thereof, approved Jan. 20, 1871.

The proposed loan comprises three classes of Bonds, namely:

First—Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of five per cent. per annum.

Second—Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four and a half per cent. per annum.

Third—Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of issue, and bearing interest, payable quarterly in coin, at the rate of four per cent. per annum.

Subscriptions to the loan will have preference in the following order, namely:

First—Subscriptions that may be first made for five per cent. Bonds to the amount of two hundred millions of dollars, of which there will be reserved, for twenty days, one-half for subscribers in this country and one-half for subscribers in foreign countries.

Second—Subscriptions for equal amounts of each class of Bonds.

Third—Subscriptions for equal amounts of Bonds bearing interest at the rate of four and a half per cent., and of Bonds bearing interest at the rate of five per cent.

Fourth—Subscriptions for any five per cent. bonds that may not be subscribed for in the preceding classes.

When a subscription is made, the subscriber will be required to deposit two per cent. of the amount thereof in coin or currency of the United States, or in bonds of the class to be exchanged, to be accounted for by the Government when the new Bonds are delivered, and payment may be made either in coin or in bonds of the United States, known as FIVE TWENTY BONDS, at their par value.

The coin received in payment will be applied to the redemption of Five-twenty Bonds, and the debt of the United States will not be increased by this loan.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of \$50, \$100, \$500, \$1,000, \$5,000 and \$10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States, at the office of the Treasurer, any Assistant Treasurer, or Designated Depositary of the Government, quarterly, on the first days of

The shortest time in which any column was sunk was seven days; and the greatest depth any column has reached in twenty-four hours was 18½ feet.

The west approach to the bridge is 7000 feet long. The material for it is very rapidly moved, and it will be completed by April 1.

The east approach is 1½ miles long, rising from the table-land in Council Bluffs to the bridge grade at 35 feet per mile. This approach requires 468,000 cubic yards of earth; and there has been put in by steam shovels and three trains of cars during the past winter 82,700 cubic yards.

With energetic prosecution of the work, Mr. Sickles is of opinion the bridge can be completed this year.

The bridge is being constructed for highway travel on the same level with the track of the railway. The revenue arising from this travel and the transportation by cars, taking as a basis the present transfer of cars, freight, and passengers, between the roads terminating in Council Bluffs, Iowa and the Union Pacific, and the foot travel between Council Bluffs and Omaha, Mr. Sickles finds to be for year 1870, at the rates charged, \$176,430. In view of the rapid growth of Council Bluffs and Omaha, which now have a population of 29,000, the large immigration induced by the cheap lands along the line of the road, the development of the Utah silver mines, and of the agricultural and mineral lands generally, adjacent to the road, with the assured great increase in the trade in Texas cattle; the estimate for 1871 may be set down to be \$275,000.

An Act has been obtained from Congress, authorizing a mortgage of the bridge. We propose, now, to issue two million five hundred thousand (\$2,500,000) dollars of twenty (20) years, 8 per cent. mortgage bonds, to provide means for the completion of the bridge. The tolls on the bridge will be fixed at a rate sufficient to pay the interest on the bonds, and set apart enough to a sinking fund to redeem them at maturity. It is proposed to make the bridge a carriage-way for the accommodation of travel between the cities of Omaha and Council Bluffs, and from which it is expected to derive an income largely in excess of the additional cost, and without interference with its use for railroad purposes.

The increased facilities opened by the railroad for reaching the mining districts have greatly stimulated the development of the mines. Colorado and Utah are now opening some of the richest mines yet discovered in our country. The mines in the vicinity of Salt Lake are exciting great attention. It is estimated that from ten to fifteen thousand settlers and miners will be drawn there the ensuing season. The amount of ores to be sent over our road to smelting works east and in England is estimated to be from 500 to 1000 tons daily; while the machinery and supplies necessary to develop successfully and profitably the mines will give a very large westward business to our road. Our prospects of business from Salt Lake City and its vicinity are very encouraging; and I shall be greatly disappointed if it shall not be more than double what it was last year. Our coal mines have proved fully equal to our most sanguine expectations, both in regard to the superior quality of the coal as a steam generator and the extent of the deposit. It is believed that there is no better coal in this country for locomotive service, and none where it can be more cheaply mined. Iron ore, of very superior quality, and in vast quantities, has been discovered in the vicinity of Cheyenne and Laramie. We have promise of an iron district here that will be able to compete successfully with the most favored localities of our country. Extensive iron works must spring up on the line of our road, and we shall be furnished with cheap iron for all its uses. Coal and iron, the most necessary and essential materials for the construction and operation of a railroad, are found on the line of our road in unlimited quantities, and of the finest quality. They are the sure guaranties that our road can be maintained and operated at the lowest rates.

The sale of our lands and the settlement of the country on the line of our road have been very satisfactory; and a large increase of our business must be derived from this source. Our land agent, Mr. Davis, anticipates a very large influx of settlers the coming season, whose purchase must greatly reduce our indebtedness on Land Grant Bonds. One of the most promising sources for the increase of the business of our road is stock raising on the Platte Valley and Laramie Plains. Parties who have been in this business for the past two years have realized very satisfactory profits; and the rapid increase of the flocks and herds indicates that we may soon expect to transport hundreds of car loads of beef and cattle daily to Chicago and eastern markets. These immense plains, covered with the most nutritious grasses, which have been in past ages the pasture of countless herds of buffalo that have been driven off by advancing civilization, are now open for the flocks and herds of the enterprising settler. The pasturage is unlimited, and the extent of the business is only limited to the capacity of eastern markets for consumption.

Cattle that were purchased last summer for \$13 each, and have cost but \$1 since for their care, are now being sold for \$24 each. It does not cost over from \$5 to \$8 to raise a steer up to three years old, that will weigh from eight to ten hundred pounds. These plains cannot be settled up for many years; and they offer to capital one of the most flattering openings for safe and profitable investments.

Since the opening of our road, we have been seeking to secure the transportation of the teas and silks of China and Japan. Arrangements have been recently made that will, we think, secure a large portion of this business overland; and we expect during the coming season a very large increase of our receipts from this source.

A business that has run for a long period in one channel is changed from its course with great difficulty. We shall find from year to year new business and new sources of income. The Montana business from the east, previous to last year, went almost entirely up the Mississippi river by steamboats. Last year a portion of it went over our road. This year I think it will almost entirely go over our road, leaving it at Evanston, Ogden and Corinne, for Montana, on wagons.

The great mutations which have taken place in our securities the few months past perhaps demand some explanation. After we had saved the Government millions upon millions on the cost of its transportation over the plains and to the Pacific; after we had done away with the necessity of keeping a cordon of soldiers for eighteen hundred miles, to secure the safety of emigration and of trans-continental trade; after we had opened the vast interior to settlement seven years earlier than required of us by our charter—the action of some of the departments of the Government became so hostile to us as to shake the credit of the corporation. The Treasury Department first refused to receive United States Pacific Railroad Bonds as a basis for banking, and thus lessened their mercantile value; next selected and set apart these bonds in its monthly publications of the public debt, as if not a portion of the debt of the United States, but of our road exclusively; thus apparently indicating its irresponsibility, and thereby again lessening their value; then published monthly, not only the indebtedness, with the interest, but the deficit of interest, as if due by us, and left unpaid; and then, worst of all, and hardest of all, withheld from us all our earnings in the transportation of letters, newspapers, packages, and of the army and navy, all of which hitherto we had been paid one-half of, as under act of Congress. The Treasury Department was fortified in the last act of injustice by an opinion of the Attorney General. These repeated blows against this, the great work of the age, so unexpectedly directed, shook our credit for a time; for it was soon seen and felt that no corporation could withstand such attacks, and hence those wide and wild variations in the market value of our securities. The Judiciary Com-

mittee of the United States Senate first (every member except one) offset their legal opinion, that the interest was not due, against the opinion of the Attorney General that it was all due; and every other committee in both Houses of Congress before whom the question was brought agreed with the Judiciary Committee of the Senate. Both Houses of Congress finally reversed the action of the Treasury Department and the Attorney General (the House of Representatives without a division); and the result is the restoration of the credit of the Company, with a great advance in all its securities.

OLIVER AMES,
Pres. Union Pacific R. R. Co.

Camp's Improved Dumping Car.

In order fully to test the advantages claimed for an alleged improvement on any portion of railroad equipment, without practically trying it, it is probably as well to institute a comparison between the alleged improvement and the article said to be improved by it. Applying this rule to the above mentioned improvement, we find its inventors claiming for it a capacity, on 4-8½ gauge, of three cubic yards. The ordinary gravel car carries two. Camp's car is dumped by the brakeman alone by raising a lever on each car as he passes along the train. The ordinary gravel car must have the assistance of from two to three men to dump it, according to which side has the preponderance of weight of load, and on which side it is required to be dumped. Camp's Car makes a clean dump, thus leaving the laborers for their legitimate work, shoveling the dirt after it is dumped instead of shoveling out each car as is frequently obliged to be done.

It will thus be seen on what the inventors of "Camp's Improved Dumping Car" base their claims to three advantages in the use of their car: 1st, It does more work. 2d, In less time; and 3d, With less expense for labor than by using the gravel car now in use. These are pretty solid advantages—on paper—and we are pleased to be able to announce that the Wyoming Valley Manufacturing Company, of Wilkesbarre, Pa., are building one of these cars for trial on the Lehigh Valley Railroad, where its performances will doubtless attract the attention of railroad men all over the country, for we believe gravel cars are about the only article of railroad equipment that have experienced no practical improvement in the past twenty years. We refer those interested to advertisement in another column.

Ashbel Welch, Esq., President of the "United Companies" of New Jersey, has issued to the officers and employers thereof the following order:

A negotiation is pending for the lease of our works to the Pennsylvania Railroad Company. Should suitable terms be offered by that Company our Board of Directors will undoubtedly submit them to the stockholders for acceptance or rejection. This is a question for the stockholders themselves, and not for their agents. No official interference one way or the other can, therefore, be allowed.

The earnings of the European and North American Railway in February, 1871, were \$16,414 43. In February, 1870, they were \$10,918 20; and in February, 1869, \$9,822 31.

The gross earnings of the Minnesota division of the Milwaukee and St. Paul Railway for 1870, were \$1,050,968 69; operating expenses, \$700,436 45; net earnings, \$350,532 04.

Northern Pacific Railroad.

The Northern Pacific Railroad bridge across the Mississippi river at Brainerd, Minnesota, was finished on the 13th inst., and the first passenger train, containing officers of the road, passed over the structure. This completes the track of the Northern Pacific, 113 miles west from Lake Superior. The grade is finished nearly to Red River, 160 miles further, and at the present rapid rate of progress trains will run to Red River before September next.

At a regular meeting of the Board of Directors of the Hudson Suspension Bridge and the New England Railway, held at New York on the 9th inst., Lieutenant-Governor Julius Hotchkiss, President of the Air Line Railroad, was unanimously elected a director. Arrangements are now being made to push the work vigorously.

CHIEF ENGINEER'S OFFICE,
CHESAPEAKE AND OHIO RAILROAD.
RICHMOND, VA., March 11, 1871.

NOTICE TO CONTRACTORS.—Sealed proposals will be received by the undersigned, at Richmond, Va., until 12 M. March 30th, 1871, for the construction of SHOPS at Huntington, W. Va., on the line of the Chesapeake and Ohio railroad, near the Ohio river. Proposals will be made for the wood, iron, stone and brick work, and for the sewerage, plumbing, windows and doors, separately.

Plans and specifications can be seen at the office of the company in Richmond and Huntington on and after the 20th instant.

H. D. WHITCOMB,
Chief Engineer.

ENGLISH AND SCOTCH FIRE BRICK

In Store and to Arrive
AT NEW YORK AND BOSTON.

S. L. MERCHANT & Co.,
76 South Street, NEW YORK.
27 Central Wharf, BOSTON.

AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

A CAPABLE MAN desires a business position. Address K. D., Box 140, Tribune Office.

PHILLIPSBURG Manufacturing Company.

MANUFACTURERS OF
Hot Pressed Nuts $\frac{1}{2}$ in. for $\frac{1}{2}$ Bolts to $\frac{3}{4}$ in. for 2 in. Bolts either Square or Hexagon.
Bridge and Truss Bolts $\frac{1}{2}$ in. to $\frac{3}{4}$ in. in diameter any length with upset ends.
Car Bolts either Blank or Finished.
Machine Bolts Square or Hexagon Heads and Nuts.
Car Forgings, Car Trucks, and Iron work for Cars in general.
Coach or Lag Screws, Washers, Nut Hinges, Crow Bars, Miners' Drills, and a superior article of Boiler Rivets.
Railroad Splice Bolts and Fish Plates.

PHILLIPSBURG,
Warren Co., N. J.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.

ALBERT C. McNAIRY, President.

HENRY M. CLAFLIN, Vice-Pres't & Treas.

CLEVELAND BRIDGE & CAR WORKS,

[ESTABLISHED IN 1850.]

THE

McNairy & Claflin Mfg. Co.,

PROPRIETORS,

BUILDERS OF

Railway & Highway

BRIDGES,

ROOFS,

Turn Tables, Transfer
Tables,

OF IRON AND WOOD.

Railroad Passenger &
Freight Cars,

Street Railroad Cars.

Post's Patent Iron and Combination Bridges,
Howe Truss Bridges with Patent Iron Clamp,
Street Railroad Cars with Higley's Patent Running
Gear and Brake; also Substructures of
Pneumatic and Screw Piles.

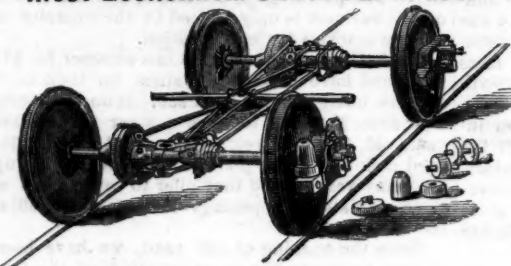
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CLEVELAND, OHIO.

SIMEON SHELTON, Engineer.



The Lightest Running, Easiest Riding, and
most Economical Street Car in use.



Higley's Patent Street Car Running Gear and
Brake, Made and Sold by the McNairy
& Claflin Manufacturing Co.,
Cleveland, O.

HARVEY T. CLAFLIN, Sup't.

JOHN COON, Sec'y.

Rolling Mill Property FOR SALE, OPPOSITE NEW YORK CITY.

The well-known NORTH RIVER or DURBIN ROLLING MILL, situated at Prospect and North 5th St., Jersey City, New Jersey. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, a Stable, &c.

The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

Office, 140 HUDSON STREET,
Jersey City N. J.,

In the First National Bank Building.

Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of WM. H. WALLACE & Co., Corner of Liberty and Washington Streets, N. Y.; City Agents; and R. R. CHRISTMAS, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

Holden, Hopkins & Stokes, 104 & 106 JOHN ST., NEW YORK, Importers and Dealers in IRON AND STEEL,

Also Agents for

Oxford Iron Company, Oxford,
OUT NAILS AND SPIKES,
AND RAILROAD SPIKES.
Agents "New Haven Car Company."

CHESAPEAKE AND OHIO RAILROAD.

Notice to Contractors.

SEALED PROPOSALS will be received by the undersigned, at Richmond, Va., until 12 M. 28th March, 1871, for the graduation and masonry on one hundred and eight miles of this road west of White Sulphur Springs, it being all the remaining unfinished portion of the road not now under contract. The work embraces 3,000,000 cubic yards in open cutting, 27,000 cubic yards in tunnels, and 60,000 cubic yards of masonry, of all classes, and is to be completed May 1st, 1872. Profiles and specifications can be had after the 14th March, at the offices of the company, 54 William street, New York; at Richmond, Va., and at Huntington, W. Va. Plans for and proposals for building the iron superstructure of the New River Bridge, at Miller's Ferry, Fayette county, W. Va., will be received at the same time and place. There will be two spans of 250 feet each, and two of 70 feet each. Parties submitting proposals should see the site of the bridge, where further information may be had from the engineer in charge. This bridge must be completed by December, 1871.

H. D. WHITCOMB,
Chief Engineer C. & O. R. R.

The International Banking House OF

BRELAZ, ABT & CO.,
121 Regent Street, W.,
LONDON.

THE PARTNERSHIP HERETOFORE EXISTING under the firm name of Burton & Macdonald, engineers and contractors, is hereby dissolved by the withdrawal of Charles Macdonald. Existing contracts will be completed by the late firm, and either party may sign in liquidation.
Dated March 1, 1871, 80 BROADWAY, New York.
A. B. BURTON, CHARLES MACDONALD.

CAMP'S IMPROVED DUMPING CAR.

RIGHTS FOR SALE-BY

A. W. RHOADS & CO.,

Wilkes-Barre, Pa.

A. W. RHOADS,

N. H. CAMP.

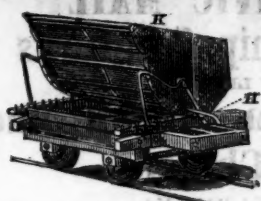


Fig. No. 1. Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address, **A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.**

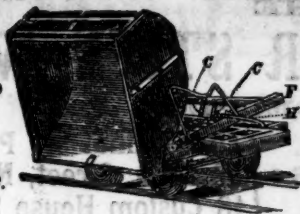


Fig. No. 2. Car Dumped.

TO DUMP THE CAR.**MORTON, REED & CO.,**

No. 65 South Gay St., Baltimore, Md.,

MANUFACTURERS' AGENTS

FOR THE SALE OF

American & Foreign Rails,**STEEL OR IRON**

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Railway & Machinists' Supplies

OF EVERY KIND.

Locomotive and Mining Engines,

Narrow Gauge Cars, and Engines,

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9th and Coates, Phila.,

93, 95 and 97 Liberty Street, New York

LATE IMPROVED STANDARD



Our Patented Double Beam Wrought Iron Lever Railroad Track Scale acknowledged the BEST.

DRAWING MATERIALS.

TRACING CLOTH, DRAWING PAPERS AND Mathematical Instruments for Architects, Engineers, etc.

KEUFFEL & ESSER,
116 Fulton st., N. Y.

Catalogues sent on application.

Jersey City Steel Works.**JAS. R. THOMPSON & CO.,**

MANUFACTURERS OF

HAMMERED AND ROLLED

CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe, Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet, Rifle, and Pistol, made to Order.

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J. H. GAUTIER, H. DICKINSON, } Etina Steel Works
D. G. GAUTIER,

MILLIKEN & BOLLER,

40 Exchange Place, New York,

SOLE AGENTS FOR

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MANUFACTURERS OF

Wrought Iron Beams, Girders,

PATENT

WROUGHT IRON COLUMNS,

WELDLESS LINKS,

AND ALL

Bridge Irons Generally.

-ALSO-

Rails, Suspension Joints,

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DOUBLE-LIPPED CHAIRS.

S. MILLIKEN, JR.

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VOSE, DINSMORE & CO.,

National Spring Works,

MANUFACTURERS OF

VOLUTE

RUBBER CENTER SPIRAL,

Compound Spiral,

INDIA RUBBER,

DINSMORE SPIRAL

AND OTHER

Railway Car Springs,

No. 1 Barclay Street,

NEW YORK.

No. 15 La Salle Street,

CHICAGO.

NOTICE**To Contractors and Bridge Builders.**

DEPARTMENT OF SURVEYS,
224 S. Fifth St., Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until 3 o'clock P. M. April 15, 1871, for the CONSTRUCTION OF A BRIDGE over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, and its approaches, to extend from Twenty-fifth and Spring Garden streets, in the Fifteenth ward, to Thirty-second and Bridge streets, in the Twenty-fourth ward, a length of about 2,730 feet.

Proposals will be received for the Bridge superstructure over the river, including all materials, workmanship and erecting ready for use. It will be 340 feet span, of wrought iron, and also two trusses for Thirtieth street, 80 feet span, of wrought iron. Detail plans of these bridges, conforming to specifications, to accompany proposals.

Proposals for all the iron work on approaches will be accepted separately, to be erected complete for use, as per plans and specifications.

And separate proposals for the graduation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of contract. The city reserves the privilege of rejecting any and all bids that may not be satisfactory.

Payments will be made monthly in bonds of the city of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond, for the sum of five hundred (\$500) dollars, has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise incident thereto shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock. Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained on and after the 16th inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

Manhattan Oil Company,

Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystie Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

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RAILROAD IRON.

1,000 tons LLYNVI VALE.

1,000 " BAILEY BROS.

50 LBS. ERIE PATTERN, Now in yard and for sale

by

DANAS & LITCHFIELD,

49½

18 William street.

THE WILLIAM BUTCHER STEEL WORKS, OF PHILADELPHIA, PA.

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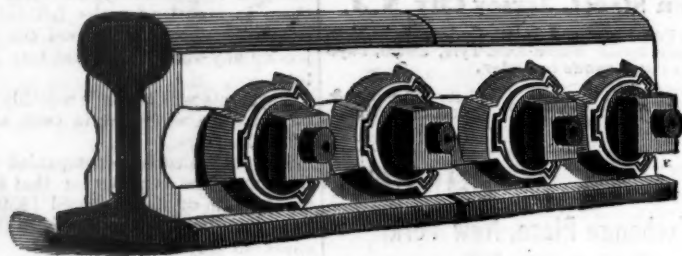
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PRATT'S PATENT COMPENSATING FISH-JOINT,



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VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

- That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
- That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
- That this joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our joint on it.
- That it can be applied in repairing and relaying with the least trouble and delay.
- That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

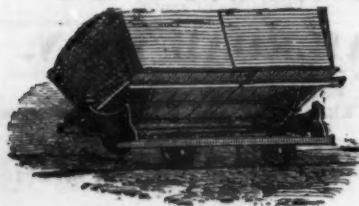
The Manufacturers can supply these joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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March 20, steamer HENRY CHAUNCEY, Capt. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, touching at Kingston, and connecting at Panama with steamer Sacramento, Capt. Farnsworth, touching at Punta Arenas, San Jose, Guatemala, Acapulco and San Diego, Cal., and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of 17th inst.

Steamer JAPAN will leave San Francisco April 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

Steamer RISING STAR will follow, and sail March 30.

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